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Vol. CCIV, No. 2663
FEBRUARY 24, 1951

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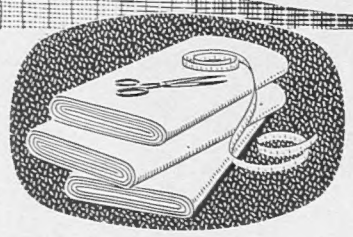

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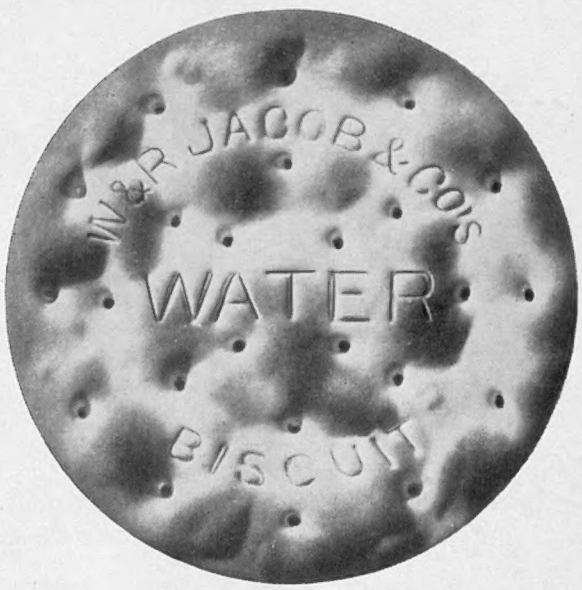

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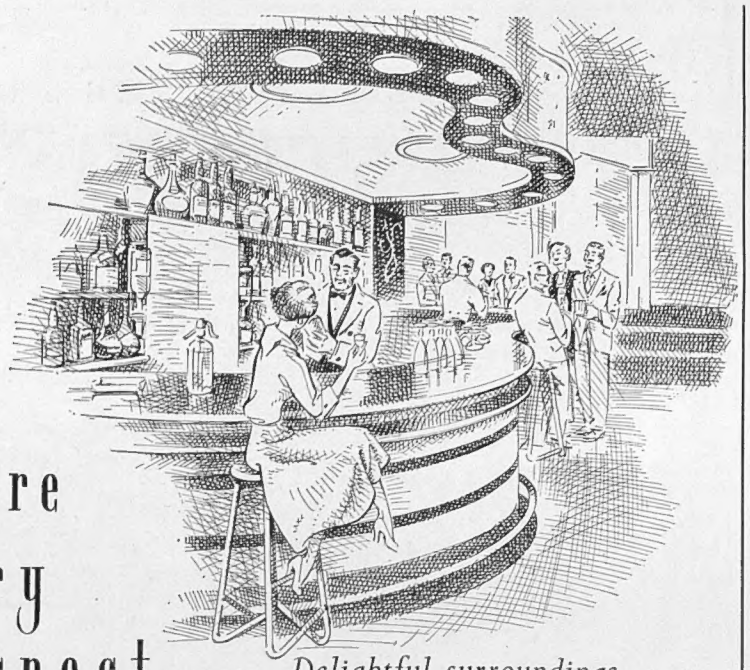

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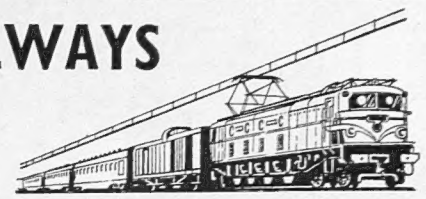
IVA

FRENCH RAILWAYS NEWS



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Night travel on French Railways has been improved considerably during the past two years by the introduction of more couchettes and sleeping cars. During 1949 for example 124 First class and 61 Second class couchette services were run every night. In 1950 this figure was increased to 230 First class and 124 Second class — very nearly double the number! It is hoped in 1951 to increase the figures still more. First class couchettes (4 berths per compartment) or Second class (6 berths) may be reserved, through your Travel Agent, or French Railways Ltd., at 16s. 6d. per berth for any destination in France.

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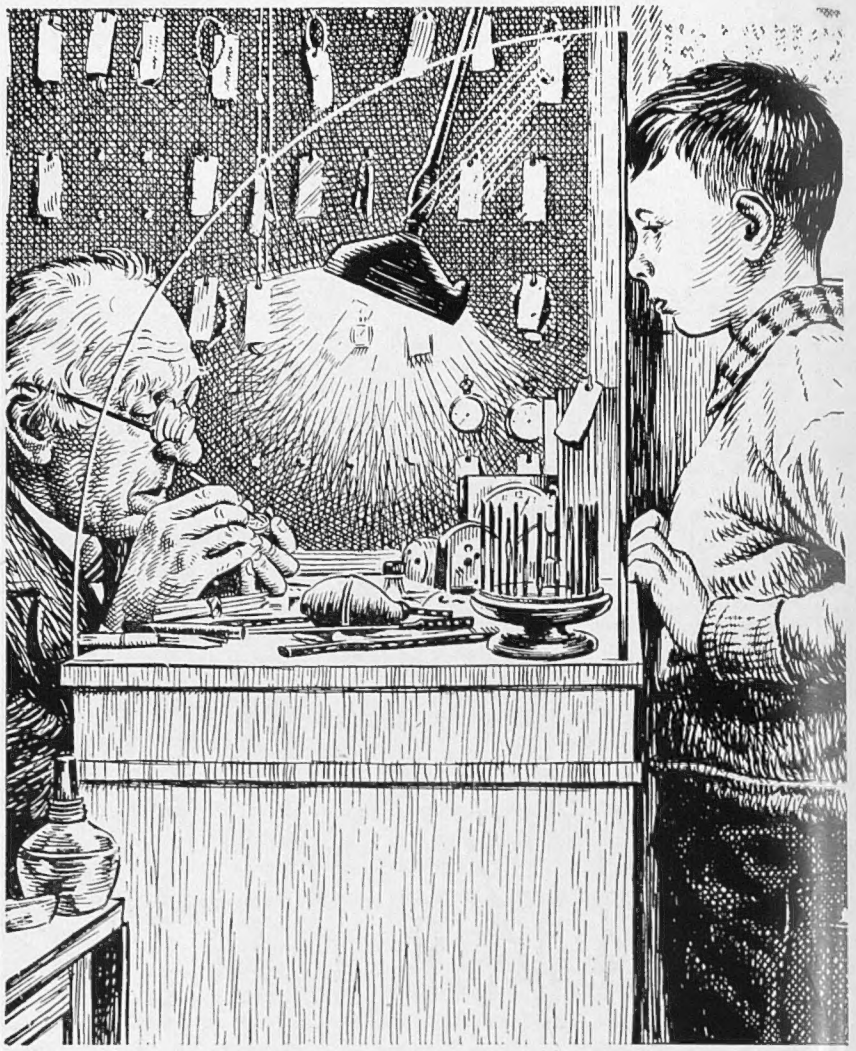

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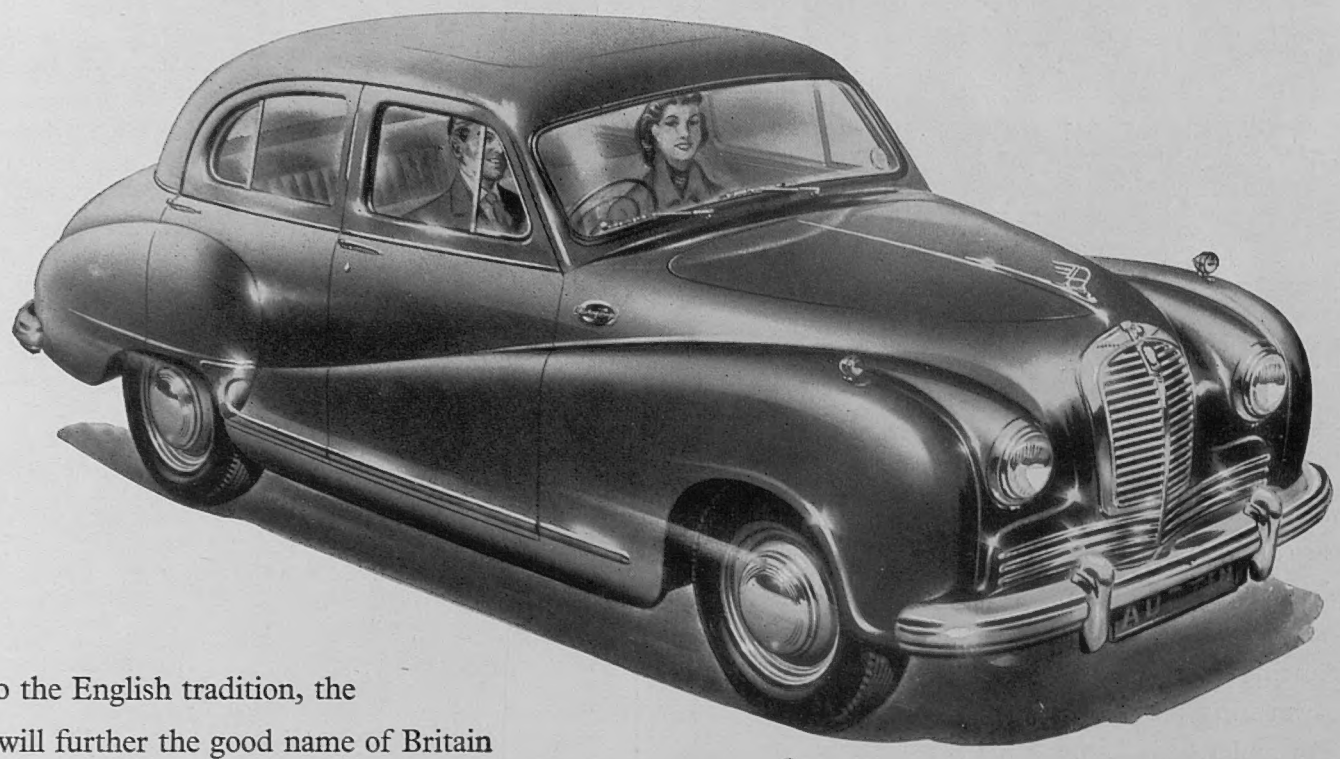

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Volume CCIV No. 2663

The SPHERE, London, February 24, 1951

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY

FORTY YEARS OF AVIATION DEVELOPMENT—A CURTISS-TYPE PLANE OF 1912 VINTAGE ALONGSIDE ONE OF THE GIANT B 36D BOMBERS OF THE UNITED STATES AIR FORCE: The biplane, which still flies, is equipped with one pusher piston engine, while the B 36D has six pusher and four jet engines.

It is now nearly forty-eight years since the first controlled flight by a man-carrying, power-driven aeroplane, a feat achieved by Orville Wright at Dayton, Ohio, when he made a straight trip of 852 ft. The real starting-point of aerial navigation was 1909, and by 1912, when the Curtiss-type plane shown in this picture was under construction, man was beginning to bestride the sky with success, if not with complete confidence. This picture, taken recently at San Diego, California, indicates the immense strides made in the past four decades. The B 36D is the biggest landplane in service in the world, and the only other landplane to compare with it is the £12,000,000 Brabazon I, which, after running a series of elaborate and apparently successful trials, is, it seems, not to be adopted for service. Among marine aircraft the great Princess flying-boats now under construction at Cowes (see pages 280-81 of this issue) are in the same giant category. The United States Air Force has ordered over 170 B 36D's, and, at the time of writing, they are rolling off the production line at Fort Worth, Texas. A squadron of these aircraft visited Lakenheath, Suffolk, last month and aroused the greatest interest in British aviation circles. Each aircraft carried a crew of fifteen on the 5,000-mile trip from Fort Worth to Lakenheath. The B 36D's all have J 47 jet engines to provide additional power for take-off and increase the speed. The six piston engines are of the pusher type, and together the power units provide a maximum speed of over 435 m.p.h.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Foreign Affairs.—The rapidity with which both events and public opinion change these days is too startling and disconcerting for a weekly journalist. He must devise a new technique and become merely a recorder of public reaction to events day by day throughout the week he covers. In this newsletter I will, for contrast's sake, reverse the order and start with the Foreign Affairs debate. Before it took place, the Premier's stock had fallen low. *While* it was taking place, the military situation in Korea was actually making nonsense of one of his arguments—the Communists were driving the U.N. back again well behind the Parallel! Nevertheless, the Jupiter of the Press, which for days had been thundering against Mr. Attlee, gave him a mild pat on the back for a return to statesmanship, especially for his declaration on the German contingent difficulty. He had said *something lucidly*. It seems that in this question of the European defence force and Germany's part in it, Eisenhower has persuaded America that it can and must be done; Mr. Attlee has accepted the Western German argument for guarantees before contribution, and Mr. Eden has in the main seen eye to eye with him on this. Thus, the Premier's stock rises again a point or two. *Il commence à voir clair.* Now, for contrast and comedy, let us turn back to the previous day, the week-end opinions expressed on the eve of the debate on foreign affairs.

Bankrupts and Leaderless Men.—One need only to read a very few daily and weekly papers of different political colours—no need to get confirmation from the talk of men in clubs and public vehicles—to realise how profound had suddenly become public anxiety about the failure in almost every sphere of Mr. Attlee's fatal team. Have they a policy? Yes, one single united determination, to cling to power until world war or a general election kicks them into the Wilderness. The change in the impartial and polite criticism of *The Times* in the past weeks has been remarkable. The bulk of the Press no doubt is *Tory*, and always has been. If the bulk "gives the public what it wants," then indeed the public appears to want, above all, a change of Government, or at least a government of experts, with leadership and some sort of clear-cut policy on vital and instant problems at home and abroad. Have we a foreign policy? Read any newspaper you choose and you will find grave doubts expressed on that—no Foreign Secretary and no foreign policy, and that has been the trouble for months. On defence and rearmament and the priorities between defence and the export drive, on coal and on meat, on how to deal with unofficial strikes? Where can we find to-day any confidence expressed in print in the Government's unanimity, lucidity and determination to declare and carry out constructive policies on any of these? In 1945 Socialism had a strong, clear policy and a loaded, lucid programme—right or wrong. It spent recklessly, cashed every asset at lightning speed, and to-day is literally bankrupt. The best men are burnt out, Cripps is gone, Bevin is clearly unfit for his vital post, Attlee has lost all the grip he ever had on his loose, go-as-you-please organisation; and several men of the 2nd and 3rd class of ability judged just adequate for public life, are left to bungle the nation's affairs.

"So They Say."—"One of the most dangerous features of the present situation is the vast gulf between public opinion and official policy." Why do so many *malaises* affect the docks, the mines, the engineering works? "It is a foretaste of the nation's utter bewilderment," the cynicism of despair. The nation at large, faced with rearmament, "remains unconvinced that everything has been done to avoid war." "The most terrifying thing in this creeping acquiescence in American policy is that we do not know what American policy is." Whence these *cris du cœur*? From the *Express*? By no means, from the *New Statesman* of February 10. A nation of leaderless men, fuddled and muddled, with alternate hope and disappointment,

THE ROYAL VISIT TO BURLINGTON HOUSE—THE KING AND QUEEN, ACCOMPANIED BY PRINCESS MARGARET, AS THEY ARRIVED TO DINE WITH SIR GERALD KELLY, PRESIDENT OF THE ROYAL ACADEMY, AND LADY KELLY: Sir Gerald is seen just behind the Queen as his Royal guests climbed the steps of Burlington House. The Queen wore a crinoline-style dress in sage green, and Princess Margaret wore ivory satin. Earlier in the day Sir Gerald Kelly (President) and Sir Walter Lamb (Secretary) were received by the King at Buckingham Palace and "submitted the business of the Institution." During the evening the King and Queen and Princess Margaret toured the Holbein Exhibition.

directed this way and that by guerilla-chiefs wearing Socialist arm-bands, offered pleasure gardens and, in a breath, a new record of austerity, exhorted to discipline and hard work, and petted and excused when they break pledges and down tools—what comes inevitably to such a people in such a pass?—disillusion, despair, disintegration, apathy, self-interest. Clement Attlee has a lot to think about. Has he outstayed his usefulness and welcome?

Through the Looking-Glass.—Lord Ilchester's open letter in *The Times* addressed to the Minister of Works had in it arguments which should melt the stoniest heart. The heart of his appeal was for the Abbotsbury Swannery, where the birds have nested in quantities in the lee of Chesil Bank since the thirteenth century, a place of pilgrimage for 25,000 bird-lovers annually. These swans can endure a great deal of disturbance, but they cannot endure dynamite explosions at nesting and brooding time. The Minister of Works (for want of a better job) is engaged in Dorset in blowing up the concrete pillboxes on that coast, built to deal with Hitler's invasion. They were sited by experts after exhaustive examination of the logistics of Continental invasion. As Lord Ilchester says, a sudden turn may require their rebuilding in a matter of months. But, whether or no, who but the mad hatter would see no absurdity in this "tidying-up" now in the face of such stupendous, instant priorities for the use of manpower and, indeed, of explosives? Lord Ilchester's letter revealed other fearful absurdities which forever clog and brand our administrations—not least, the utter lack of co-ordination and mutual consultation between Government and official bodies, all concerned with the amenities of our country life and ancient buildings.

Our Western Way of Life.—Mr. Truman recently restated America's hatred of war and her hopes of peace. The only U.S. ambition is to see that people have the things necessary to make life worth living. There are forces in the world to-day which (he said) do not believe in our ethical code. There may be forces who do not always understand our economic codes. As examples to be found in the same column on the same day:

MISS SHARMAN DOUGLAS'S JOB.

The appointment of Miss Sharman Douglas, daughter of the former American Ambassador in London, as a member of the Public Relations staff of the R.K.O. studio in Hollywood at a salary of £54 a week was announced to-day. She said her duties would include acting as liaison between Gabriel Pascal, producer of the film version of Shaw's *Androcles and the Lion*, and the studio.

Again:

Mr. R. W. G. Mackay, Socialist M.P. for Reading North, told the Anglo-American Press Association to-day that 90,000 men were now employed on the British Railways "who should not be there at all except that we have to keep them fully employed." He gave this as an example to prove that Europe must unite militarily, economically and politically.

Peeping Tomskis, who snoop through holes in the Iron Curtain, may sometimes be excused for failure to understand our way of life.

Good News for Youth and Age?—(1) Four girls in their flat, home from work, were preparing for supper when there blew in on them a lady canvasser from the Social Survey. After a general explanation of her aims, she left with each an elaborate questionnaire. A few days later she called for the completed forms, appeared satisfied, and handed to each a ten-shilling note. The girls thought it money for jam (whose money?), and then and there decided to *blew* it on a play. (Note. Each of the four filled in her form almost precisely in the same words and figures.) A day's march nearer home for our well-planned economy! (2) At the annual meeting of the Westminster Bank the re-election to the Board of six of the directors whose average age was seventy-five (ranging from eighty-four to seventy) was proposed by Lord Aldenham. A protest was moved by one man, and he was not even a shareholder, a mere depositor. Besides his hand, one only was raised when the first name was put, and thereafter, one by one, *nem. con.*, the six octo-septuagenarians were re-elected. Too old at forty? Too old at eighty? Not in the world of banking. A man may be too old at thirty-five for a job in industry. He is useless for any job in Civil Defence at sixty-five. But he can bank on his continual usefulness as a banker till he gets the King's letter. This is a comfortable reflection. (3) In the course of his speech on defence and its burdens, the Chancellor said: "The costs of defence will therefore rise from £16 this year to £36 in 1953-54 per head of population." From this sober reflection no one, however young, however old, can turn to plan a future of luxury and ease. In short, item No. 3 is "Good news—I don't think."

Stealing a Title.—The London shops were offering prime reindeer at 5s. a pound on Valentine's day, on which day also a new recruit to the House of Peers announced his choice of title—Lord Hungarton. True, Mr. Crawford is a farmer as well as a politician and public servant; but I think his title would much more appropriately fit one or two members of the present Government whose translation to "another place" would be warmly welcomed by many. Mr. Strachey and Mr. Webb, for instance, who have been responsible in recent times for feeding the hungry masses and giving us all a little of what we fancy. Either of these would adorn the House of Peers as Baron Hungarton, whereas Mr. Crawford would far more effectively have recalled his services to Leicestershire as Lord Melton-Mowbray. What's in a name? Only this, in the case of a new peerage creation: it is devilish difficult to remember the surnames of new peers; and not to know their surnames means not to remember their services.

THE OLD STAGER

"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5. Elsewhere abroad, £5 5s. (to include the Christmas Number).

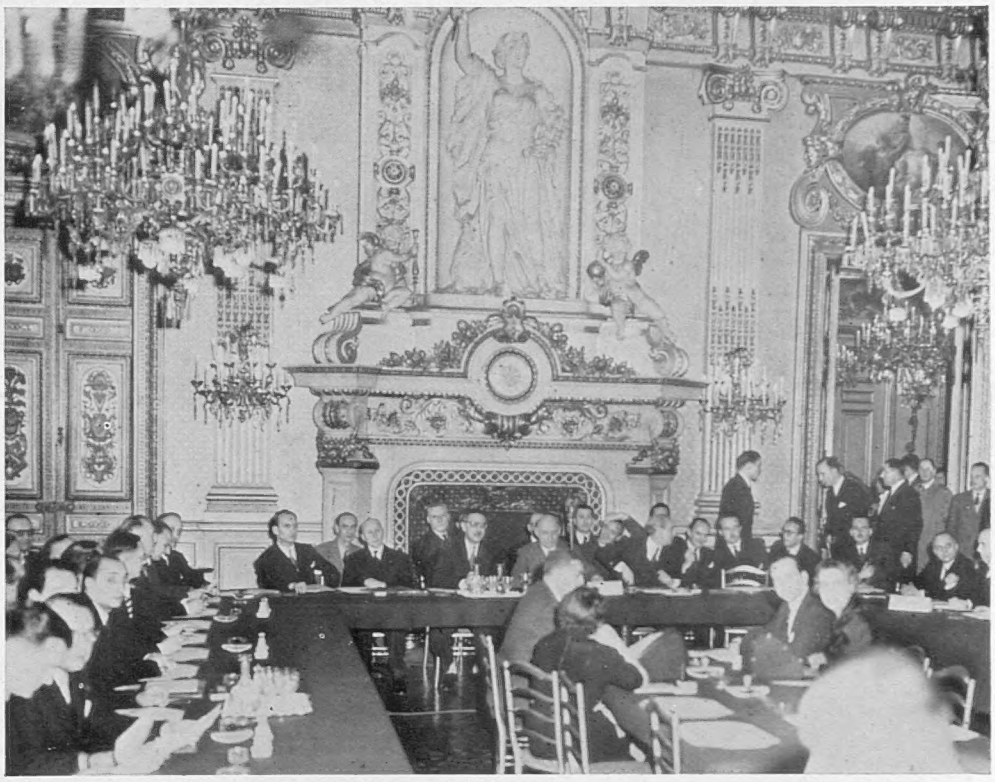
THE S.H.A.P.E. OF THINGS TO COME

U.S. SENATORS AND ATLANTIC-PACT POLITICIANS DEBATE THE QUESTION OF ARMIES IN EUROPE AND OF EUROPEAN ARMIES

GENERAL OF THE ARMY GEORGE C. MARSHALL TESTIFIES BEFORE A JOINT SESSION OF THE SENATE FOREIGN RELATIONS AND ARMED SERVICES COMMITTEES IN WASHINGTON: The Secretary of Defence is seen (on left) reading his speech. Among the Senators facing him are (right) Tom Connally (Democrat, Texas), Chairman of the Foreign Relations Committee, and (second from right) Richard B. Russell (Democrat, Georgia), Chairman of the Armed Services Committee. In his speech General Marshall disclosed that the Truman Administration had decided to send four American divisions of troops to Europe to supplement the two divisions already there. The new units with supporting elements, he said, would number about 100,000 men, and, together with the forces already on the scene, would form the equivalent of an American Army, if a small one, of heavy fire power. This disclosure was made to the committeemen as they held their joint hearings on the issue of how much voice Congress should have in the decision to put American troops into an international force. General Marshall came out strongly against any sort of Congressional limitation on the number of soldiers.

WORKING TOGETHER TO FORWARD THE TRUMAN POLICY IN EUROPE: General of the Army George C. Marshall (*left*), the U.S. Secretary of Defence, and Mr. Dean Acheson (*right*), the U.S. Secretary of State, seen as they testified before members of the Senate Committees.

THE EUROPEAN ARMY CONFERENCE IN PARIS: Sir Oliver Harvey, the British Ambassador in Paris, seated between Mr. Hayter, Minister in Paris, and Brigadier MacNab, British Military Attaché, when they attended as observers the conference held at the French Ministry of Foreign Affairs to discuss the Pleven-Schuman plan for forming a European Army. Britain declined to take part as a full member of the Conference, since the British Government were evidently unwilling to take a step which might have been regarded as committing the country to a Federal European authority. The more immediate part of the conference programme was to provide a framework for German co-operation in Western defence, and to avoid outright German rearmament.



AT THE OPENING OF THE EUROPEAN ARMY CONFERENCE IN THE FRENCH FOREIGN OFFICE: M. Schuman is seen at the head of the table before welcoming delegates and observers from twelve nations. In his speech the Minister linked the proposals for a European Army and the Schuman Plan as "two moves for the creation of entirely new European institutions."

ANTI-GERMANISM IN THE STREETS OF PARIS: Wearing "the striped shirt of the Nazi concentration camps" the young man clinging to the lamp-post near the Place de l'Opera took part in a demonstration of protest against the presence of a German officer at the European Army Conference in Paris. The demonstration culminated in rioting near the Place de la Bastille. (Striped jackets and shirts, it may be pointed out, are at the present time very plentiful in Paris, as they connote membership of the Existentialist Movement.)

GENERAL EISENHOWER SAILS FOR EUROPE: The Supreme Commander, S.H.A.P.E., walking along the pier at New York in company with Mrs. Eisenhower before boarding the *Queen Elizabeth*.

REPLANNING HYDE PARK CORNER

And Preparing Hyde Park for the Festival of Britain

Hyde Park Corner, nightly the scene of traffic chaos during the homeward rush and daily carrying a great weight of vehicles east from Kensington, north from Victoria, west from Piccadilly, and south from Marble Arch, is to be reconstructed, but it is a long-term plan, and one that will have to await appropriate economic conditions. Models of Hyde Park Corner as it will be after the reconstruction have recently been placed on exhibition at Westminster. These show that before reaching Wellington Arch at the top of Constitution Hill the road will be diverted to the left to join Grosvenor Gardens, taking in a narrow strip on the edge of Buckingham Palace grounds. The archway will no longer be passed by traffic—except on State occasions—and will stand in an area of lawns and trees.

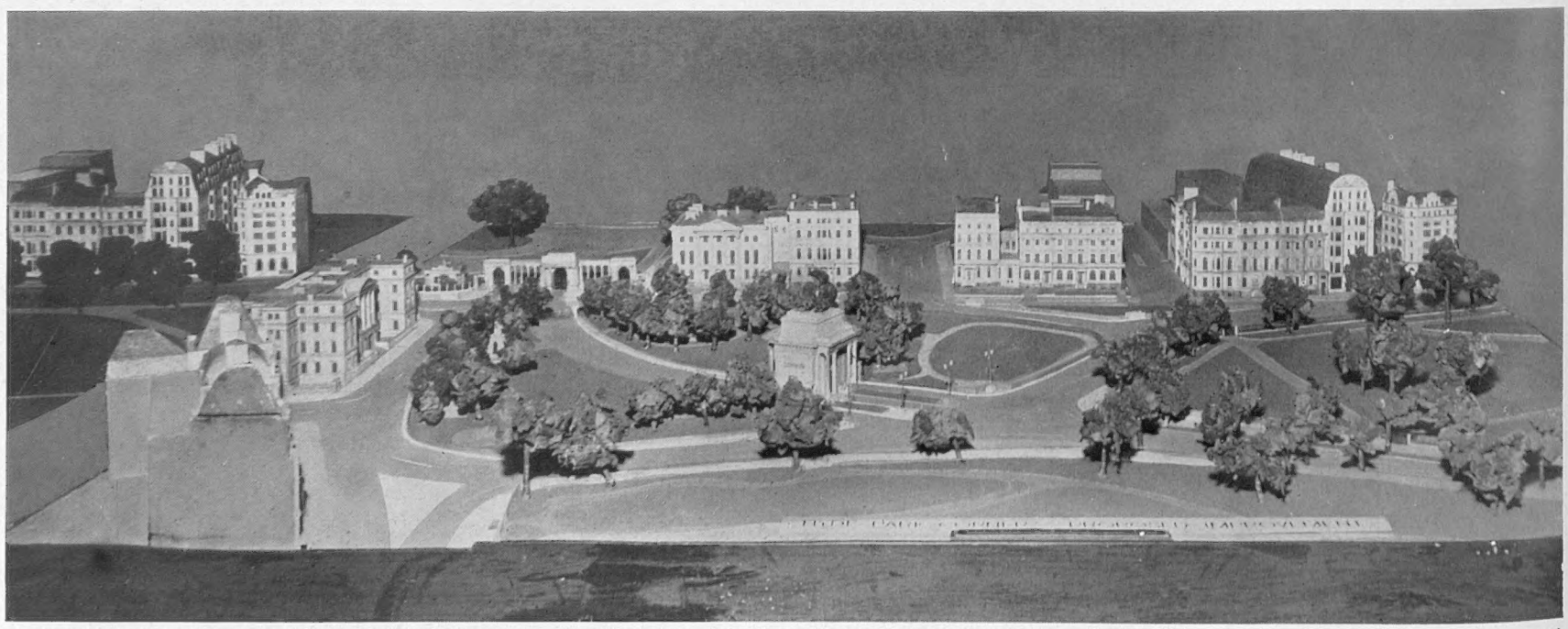
The existing carriageways through Apsley Gate will be closed and a new two-way road will appear in the gap made by bombing between the houses at the top of Piccadilly roughly on the site of the house once occupied by the King and Queen when they were Duke and Duchess of York. This road will lead to a large grass-covered roundabout in Hyde Park.

Park Lane will become a one-way street from north to south and the new road from Hyde Park Corner will lead to the present ring road through the Park, which will become one-way from south to north. Between these carriageways will be a wide strip planted with trees and flowers. These alterations will be made at the expense of Hyde Park itself, the boundary of which will be set back behind the ring road.

HYDE PARK IS NOW BEING BRIGHTENED IN READINESS FOR THE TENS OF THOUSANDS OF VISITORS EXPECTED IN LONDON DURING FESTIVAL YEAR : Work is seen in progress in The Dell, where a new waterfall is being constructed. Forty thousand tulips and 300 new flowering shrubs have been added to the Park's usual quota. In addition, the famous Lansbury Bathing Lido is to be extended.

LOOKING NORTH FROM THE GROUNDS OF BUCKINGHAM PALACE ACROSS THE REMODELLED HYDE PARK CORNER : The carriageways through Apsley Gate (on the left) will be closed and northbound traffic using the Park will enter it and leave it by a new two-way road cut through the gap made by bombing between Apsley House and Park Lane. It will be seen that the famous Quadriga Archway is to be isolated in the new scheme.

LOOKING FROM LOWER GROSVENOR PLACE ALONG THE LENGTH OF PARK LANE : Park Lane, seen in background, will become a one-way street from north to south and there will be a ring road through the Park one-way from south to north.



A NARROW STRIP ON THE EDGE OF BUCKINGHAM PALACE GROUNDS WILL BE TAKEN INTO THE NEW HYDE PARK CORNER : This narrow strip is seen in the foreground of the view, and it will certainly add to the open character of this area. This model of the proposed changes was recently placed on exhibition in London.

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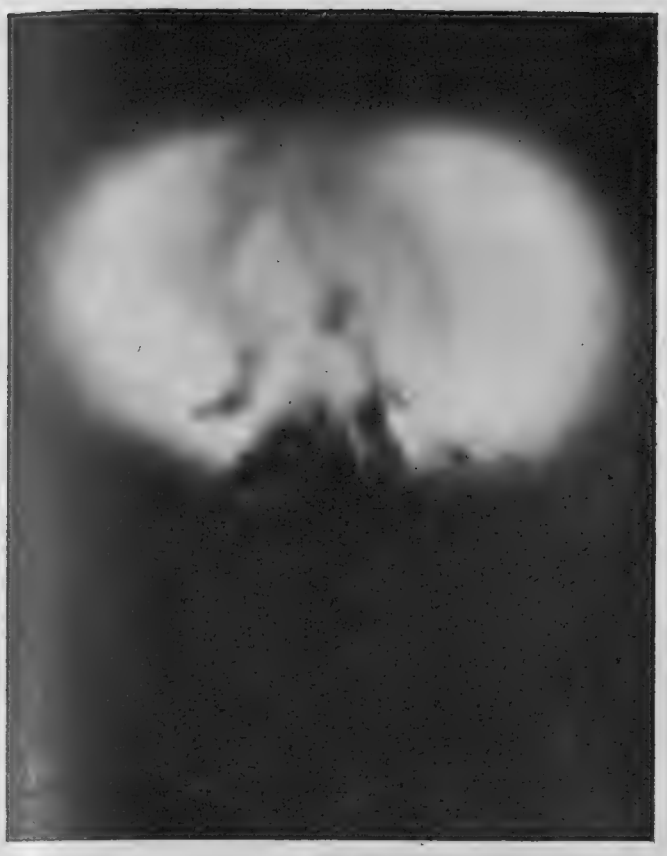


THE NEVADA ATOMIC BOMB TESTS

The Camera Records the Fifth and Last of the Detonations

Between January 27 and February 6 no fewer than five atomic explosions took place amid the Nevada sagebush, explosions which proclaim the growing atomic power of the United States and which are said to have yielded much valuable information to America's Atomic Energy Commission.

The fifth of the explosions was probably the most violent and was seen clearly 400 miles away in San Francisco and felt distinctly 300 miles away in Los Angeles.

Senator Brien McMahon, Connecticut Democrat and chairman of the Joint Committee on Atomic Energy, has made a brief statement on the recent tests. He declares

***On left*—THE START OF THE FIFTH AND MOST VIOLENT ATOMIC DETONATION IN THE LATEST SERIES OF TESTS IN NEVADA: These two pictures, taken five seconds apart and at a distance of 55 miles, show the atomic cloud beginning to form after the blinding flash. It was this explosion which was successfully televised by cameras sited on Mount Wilson, near Los Angeles.**

that they compare with those made in 1948 at Bikini and are "a landmark in American development of atomic energy for national defence."

He emphasises the safety and security with which the tests have been conducted in the United States, the first on the American continent since the first atomic explosion at Alamogordo, in 1945.

While Senator McMahon's statement was guarded, he spoke openly of experimentation concerning a variety of weapons rather than a concentration upon the atom bomb. This was taken as giving strength to reports that the development of atomic artillery shells and guided missiles was proceeding at an encouraging pace.

Mr. McMahon would make no identification of the types of experiments. However, he said: "The Nevada operation has definitely enlarged our knowledge of atomic weapons—how they function and how they may be used for various purposes. The tests have widespread implications, from the field of civil defence against atomic attack to the field of military strategy and tactics. I am convinced that atomic energy is the main deterrent against war, the shield of the free."

***On left*—THE ATOMIC CLOUD SPIRALS SKYWARD: These two pictures, reading from the left, are in direct sequence to those shown at the head of the page and show the full bloom of the atomic explosion and the moment when the cloud began to dissipate. So violent was this fifth explosion that twenty-five minutes after it took place window-frames in the city of Los Angeles were shaken.**

THE FIFTH NEVADA EXPLOSION VIEWED FROM THE SUMMIT OF MOUNT TAMALPAIS, IN THE REGION OF SAN FRANCISCO: The explosion is seen as a strange and eerie light shining above the hills on the left. The light layer (right centre) is fog-enshrouded San Francisco, with the Twin Peaks and Mount Davidson protruding above the white blanket. On one summit is a giant radio mast. On the extreme right the lights of the Golden Gate Bridge give a dot-dash effect. This picture, taken with a time-exposure of five seconds, hence giving the stars the appearance of streaks in the sky, looks due south along the Marin Peninsula. The Pacific Ocean lies on the extreme right, and the hills on the left, above which the atomic glare is seen, belong to the San Pablo Ridge. The distance between San Francisco and the Air Force Bombing and Gunnery Range in Nevada, where the atomic detonations took place, is about four hundred miles.

From PARIS, ROME, BUENOS AIRES, TOKYO and DELHI

A SURVEY FROM FOUR CONTINENTS OF THE FOREIGN NEWS IN PICTURES

TOWARDS A NIPPON [MILITANT—JOHN FOSTER DULLES INVITES JAPAN TO SHARE IN COLLECTIVE PROTECTION AGAINST A POSSIBLE "DIRECT AGGRESSION": President Truman's special envoy is seen speaking at a meeting of the American-Japan Society in Tokyo when he gave a general outline of the United States position in the current explanatory talks on an eventual peace treaty with Japan. In making his suggestion that Japan prepare to participate in collective protection, Mr. Dulles carefully and repeatedly pointed out that it would be a voluntary decision. "This is not a choice which the United States is going to impose on Japan," he declared. "It is an invitation. The United States is not interested in slavish conduct. That is the stock-in-trade of the Communist world. We are concerned only with the brave and the free. The choice must be Japan's own choice." Mr. Dulles also suggested that it was the duty of the Japanese to make certain that they were safe from indirect aggression. "Japan will have a duty to keep its homeland reasonably free from enemy agents," he added, pointing out "that the problem is simplified because Japan is an island country separated from the aggressive land mass of Communism."

GENERAL OF THE ARMY DOUGLAS MACARTHUR ADDS A NEW TOUCH: The Supreme Commander of the United Nations forces driving from Haneda Airport, Tokyo, in company with Mrs. MacArthur after returning from what was to have been his tenth visit to the battle zones of Korea. Because the ceiling was only 100 ft. over the Korean airport where he was to land, MacArthur turned back. When this picture was taken at Haneda, MacArthur was wearing a new pile-lined winter combat cap, having for once discarded his famous gold-braided headgear of his own design. In the front of his combat cap MacArthur wore the five stars connoting a General of the Army.

THE INDIAN GOVERNMENT GIVES A FAREWELL BANQUET IN DELHI FOR KING TRIBHUVANA OF NEPAL: From left to right facing camera were H.E. the Nepalese Ambassador in India, Mrs. Indra Gandhi, H.M. King Tribhuvana of Nepal, Pandit Nehru, Madame Levi (wife of the French Ambassador), and His Excellency Mr. Novikov (the Russian Ambassador). It was in November of last year that King Tribhuvana, together with the Crown Prince and other members of the Royal Family, sought asylum in the Indian Embassy at Katmandu. On November 7 King Tribhuvana was formally dethroned by the Council of Elders, and the Crown Prince's second son, three-year-old Prince Gyannendra, was proclaimed King. The Indian Government then interceded on behalf of King Tribhuvana and brought him to Delhi as an honoured guest, at the same time putting forward proposals for constitutional reforms in Nepal. Mr. Nehru himself took part in negotiations, and in January it was revealed that many of the Indian proposals were being accepted in Katmandu and that the way was paved for the return of King Tribhuvana. The three-year-old King Gyanendra never at any time won acceptance among those accredited to the Nepalese Court. King Tribhuvana returned in triumph to Katmandu on February 15 at the end of his three-months exile.

THE TRANSFORMATION OF GRETA GUSTAFSON: Miss Garbo signing a certificate in the Federal Court at Los Angeles when she took her final oath of American citizenship just over ten years after her initial application in 1940. Miss Garbo (born Greta Gustafson in Stockholm on September 18, 1906) made her debut in a picture which advertised hats sold in the store in which she worked. Her performances attracted the attention of Mauritz Stiller, who in 1925 directed her in *The Atonement of Gosta Berling*. Thereafter her screen career was one long success, with memorable performances in *Anna Christie* (1931), *Mata Hari* (1932), *Grand Hotel* (1933), *Queen Christina* (1934), *The Painted Veil* (1935), *Anna Karenina* (1936), *Camille* (1937), *Marie Walewska* (1938), and a comedy, *Ninotchka*, presented in 1940.

THE OPENING SESSION OF THE ISRAEL-JORDAN MIXED ARMISTICE COMMISSION AT MANDELBAUM GATE, JERUSALEM: Colonel Bennet de Ridder, of Belgium, presiding over the Jordanian and Israeli delegates. This senior United Nations officer held the session in order to hear complaints relating to the alleged killing of Jewish citizens by Arab Legion troops from Transjordan. Throughout 1950 incidents occurred on the frontiers of Israel and neighbouring Arab lands, and the United Nations Security Council urged that the machinery of the Mixed Armistice Commissions be used to investigate and deal with the complaints resulting from these incidents. Last September, it may be remembered, Egypt formally charged Israel before the U.N. Security Council with expelling over 4,000 Beduin and over 1,000 Arab inhabitants of Jerusalem, Haifa, Acre and other cities. There were also strong Israeli complaints against Egypt and Jordan of threatening aggressive action and of violating their respective Armistice agreements.

FRENCH PROTESTS AGAINST GERMAN REARMAMENT: Demonstrators marching through the streets of Paris carrying banners calling on the Government to take action in the matter of Eisenhower's proposed German battalions. One banner, carried by veterans of the Resistance and the French Army, declared: "No, the murderers of 200,000 French men and French women shall not sojourn in Paris." The march is said to have been Communist-inspired, but many elements in the community were represented.

MORE AVALANCHES IN THE ALPS: One of the streets of Airolo, at the southern end of the St. Gotthard Tunnel, completely blocked by snow. The town had to be evacuated, troops, civilians and cattle all beating a retreat as great snow masses clung unsteadily to the slopes above. In the neighbouring Bedretto Valley entire forests were razed by the avalanches. In Northern Italy heavy rain, gales and mild temperatures also caused further avalanches and landslips. Another avalanche at Planaval, in the Val d'Aosta, overran a workers' camp. On the Simplon Pass snow reached a depth of between 21 ft. and 24 ft. Aircraft of the Swiss Air Force stood ready to take off with food for isolated towns and villages.

ICE-FLOES ON THE SUSQUEHANNA RIVER, NEAR COLUMBIA, PENNSYLVANIA: The ice surging against the walls of a factory after being swept downstream at torrential speed from an ice-jam. The first floor of the factory and a considerable surrounding area were flooded. During mid-February the eastern States of America were swept by icy blasts, and ice-glazed roads resulted in many fatalities. There were sub-zero temperatures in six States on February 9, and on the same day in twenty-two other States minimum temperatures reached freezing-level or lower.

THE BURIAL AT BUENOS AIRES OF FRITZ THYSSEN, ONCE GERMANY'S RICHEST INDUSTRIALIST AND THE FINANCIAL SPONSOR OF ADOLF HITLER'S RISE TO POWER: Members of the German colony in Buenos Aires gathered at the graveside during the last rites for Thyssen, who died at his daughter's home during the course of a holiday visit. Thyssen, who arrived in Buenos Aires on January 1, had been in poor health for some months. He was seventy-seven years of age. The cause of his death was a heart attack. More than any other German industrialist, Fritz Thyssen was credited with aiding Hitler's accession to power. Later, he turned on the Nazis, fled from Germany and wrote a scathing denunciation of Nazism entitled *I Paid Hitler*. Thyssen was one of the greatest factors in the economic and political life of the Reich until the Second World War started, and he fled to Switzerland. He inherited his vast business from his father, August Thyssen, who was regarded as creator of the German iron industry. In 1941, while trying to make his way to South America, Fritz Thyssen was picked up by the Vichy Government in France and turned over to the German authorities. He was then confined in Dachau concentration camp, but survived the ordeal.

HE GIGGLED IN COURT: Prince Hans Zu Liechtenstein, Regent of the tiny Principality of Liechtenstein, who was arrested during December 1950 on suspicion of smuggling, seen as he was brought before a German court at Frankfurt on February 8, charged with bringing into Germany without transit papers a total of 13,070 Swiss watches. The prosecution alleged that the Prince abused his Diplomatic pass for the purpose. It is the first time since the war that a foreign diplomat has been before a German court. The Prince followed his trial with an occasional smile, and from time to time giggled when questions were put to him.

MAKING A FILM OF THE LIFE OF FIELD MARSHAL ERWIN ROMMEL: Manfred Rommel (left), son of the famous leader of the Afrika Korps, and the German screen actor, Sepp Rist, who plays the part of Erwin Rommel, seen together at the Rommels' former home at Herrlingen, where background scenes were shot for the new picture which (tentatively) is entitled "The Desert Fox," and is based on the best-selling biography by Brigadier Desmond Young. It was at Herrlingen that Field Marshal Rommel spent his last hours, receiving a visit from the German officers charged by Hitler with his liquidation for treachery. His son, Manfred Rommel, has helped the producers of the film with background information.

THE PENITENTS AT THE CHURCH OF SAINT SABINA, ROME: A tradition which reaches back to the sixteenth century binds members of the Confraternity of Sacconi (Sacco means a bag) to sackcloth and penance during some part of the period of Lent. The penitents wear their sackcloth garments to church, where they prostrate themselves on the floor. The Confraternity is for the most part composed of members of Rome's leading families.

THIS IS THE SHOWPIECE OF POST-WAR FRENCH OVERSEAS DEVELOPMENT: Europeans and natives are seen crowding the ocean quays at Abidjan to witness the inauguration by M. François Mitterand, the Minister for Overseas France, of the new port which has come into being through a canal being cut across the narrow coastal strip enclosing the 70-mile-long lagoon. Abidjan is thus open to sea-going traffic and because of the depth of the lagoon (10 fathoms), the largest vessels will be able to enter the calm waters in order to take on cargoes. Native dancing and civic receptions took place during the three days of inaugural festivity held at Abidjan.

OLD AND YOUNG TREKKED INTO ABIDJAN TO SEE THE INAUGURATION OF THE NEW PORT: *Left*—An albino from the French Sudan (former Upper Senegal-Niger) was one of the visitors who came from far afield. *Right*—A handsome young West African girl at the quayside inauguration. In addition to an elaborate coiffure her ears are heavily ringed and she wears a massive chain of beads.

France Builds a Port on the Ivory Coast

THREE DAYS OF FESTIVITY MARK THE OFFICIAL OPENING OF ABIDJAN LAGOON

The French Ivory Coast, lying between Liberia and the British Gold Coast Colony and possessing common frontiers with French Guinea, French Sudan and the Haute Volta, has been a happy hunting-ground for French commercial enterprise since 1842, and since 1882 France has continuously occupied the territory, although initially doing little towards its proper development and ridding it of abuses.

Since the war, however, the Mother Country and her former colonial dependencies have formed the new and enlightened French Union, and the bad old days of colonialism have to a large extent been put behind. The Ivory Coast, which now holds the status of Territoire d'Outre Mer, has progressed particularly under the enlightened Governorship of Laurent Pechoux, who is assisted by a Grand Council comprising eighteen Europeans and no fewer than twenty-seven Africans. In addition, the territory is represented in the French National Assembly by two deputies.

At the beginning of February M. Pechoux acted as host to M. François Mitterand, when the Minister for Overseas France came to Abidjan to inaugurate the new deep-water port. Aspects of the three-day celebration which marked that occasion are shown in some of the pictures on these pages. It was a celebration in which the native population took a very full part.

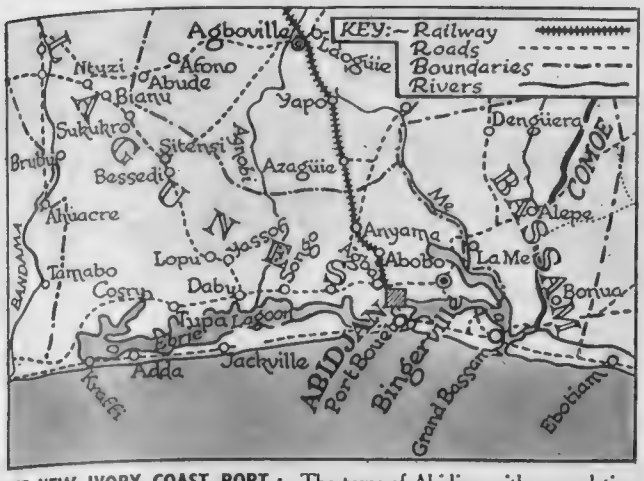
Hitherto Abidjan, which lies on the mainland and also on the inner side of the coastal strip forming the 70-mile lagoon, has been cut off from the sea, using for its outlet the harbour facilities at Port Bouet. Now a canal nearly 1·7 miles long and 50 ft. deep has been cut across the narrow coastal strip, and Abidjan itself is thus on the threshold of becoming a commercial port of the first importance. Abidjan is the natural outlet for a rich area exporting coffee, cocoa, timber and bananas, and the volume of its trade has multiplied more than sevenfold in the last seventeen years. The potential commercial and strategic importance of the new harbour, with its calm waters, its depth of up to 10 fathoms which will take large seagoing vessels, and its opportunities for expansion, is without doubt as great as that of any African port on the Atlantic seaboard.

The canal has two moles at its sea end. The western mole is 570 yards long and holds up the Atlantic surge from that quarter; whilst the eastern mole, which is only 200 yards long, effectively guides the current in the required direction.

The main problem in constructing the canal has been to hold up the vast masses of sand which the current pushes from west to east. Strong dikes have been built, and the mouth of the canal has been lifted and narrowed so that silted sand is scoured by the ebb tide. One million tons of rock and gravel have had to be quarried, conveyed almost 40 miles, and laid, and after twelve years' work the canal was finally cut on July 23 last year. Already cargoes are being loaded and unloaded at Abidjan. And as time goes on Port Bouet will surrender the bulk of its trade to the new ocean terminal which French enterprise has brought into being. The port of Abidjan will beyond question open up the overseas trade of the hinterland as it has a direct rail link with the interior 200 miles up country.

NATIVE TROOPS BATTLE WITH A PRESSING BUT GOOD-HUMOURED CROWD: This picture was taken on the quayside at Abidjan as the people pressed forward to watch the inauguration of the new port by M. Mitterand. The holiday spirit was very much abroad, and the crowd was disinclined to listen to the exhortations of troops or police.

THE CHIEFTAINS STOOD BENEATH THEIR CEREMONIAL UMBRELLAS AS THEY WATCHED THE BEGINNING OF A NEW ERA OF PROSPERITY FOR THEIR HINTERLAND: To them the opening of the new ocean port means that raw materials will be exported in ever-increasing quantities and that their people can expect a steadily-increasing standard of living.



THE NEW IVORY COAST PORT : The town of Abidjan, with a population of 56,000, stands on the inner side of the narrow coastal strip enclosing the 70-mile-long lagoon, and also, and more largely, on the mainland. Up to now Port Bouet, on the outer side of the coastal strip, has served Abidjan as a small port. Now with the construction of a canal across the coastal strip, the whole lagoon becomes a deep-water harbour.

THE MASKED DANCING GIRLS OF THE VOLTA : These young ladies journeyed by train from the French West African hinterland to be present at the inauguration of the new port on the Atlantic. They wear grass skirts and some of them wear heavy anklets.

BEWITCHING CONTRAST : A young lady of modern France and a strangely-clad West African figure standing side by side at the reception given at Abidjan by Laurent Pechoux, Governor of the Ivory Coast. The reception took place on the night of the port-inauguration ceremony. Chiefs of the Ivory Coast and the Volta were present.

CELEBRATING ANOTHER FRENCH PROJECT : M. Fourcade carving the mechoui, a lamb roasted on a spit, at the luncheon at Bamako, French West Africa, following the opening of the new girls' school in the territory. While the lamb is being roasted it is constantly moistened with an aromatic sauce.

THE OPENING OF THE NEW GIRLS' SCHOOL AT BAMAKO, CAPITAL OF THE FRENCH SUDAN : *Left*—Kaita Mamaly, a veteran soldier who organised the native drum-playing at the opening of the new building which is seen (*on right*) after the great French tricolour had been drawn aside from the main entrance. Bamako, with a native population of over 70,000, has developed steadily in recent years and is by far the largest city in this part of Africa. It stands on the Niger and is linked by rail with Dakar. In the French Sudan there are over 170 primary schools and twelve secondary schools, also a number of privately-run schools.

Australia Creates Power from Lignite

THE GREAT OPEN-CAST ENTERPRISE IN THE LATROBE VALLEY, NINETY MILES FROM MELBOURNE

As in England, all current production problems in Australia are concerned with coal. With a rapidly rising population and vastly expanding industry, power cuts are inevitably the order of the day. It is estimated that by 1952 the Commonwealth's demand for coal will be 21,000,000 tons annually. In 1950 the output was about 15,000,000 tons, which was 3,000,000 tons short of Australia's needs. The problem, however, is far from being hopeless.

Australia is facing up to her coal needs by encouraging the extension of mechanisation in the New South Wales coalfield, and by the substantial development of deposits suitable for open-cast mining, such as those in the Latrobe Valley of Victoria, where the estimated reserves at Yallourn alone are 6,000,000,000 tons. Queensland's extensive bituminous coal deposits in Blair Atholl and Callide also offer prospects of large-scale development.

Perhaps the most spectacular undertaking at the moment is that in the Latrobe Valley at Yallourn, which is the subject of the pictures on this page. There the State-controlled Electricity Commission of Victoria is operating a huge undertaking for the supply of electricity and high-grade industrial fuel that has no counterpart anywhere else in the world, except in the brown coal areas of Central Europe.

The Victorian power station operates on raw brown coal (lignite) that is two-thirds moisture when delivered from the open cut. And nowhere else outside Central Europe is there to be found a briquette factory such as that which the Commission has been operating at Yallourn for more than twenty-five years.

Yallourn is situated on the Latrobe River in Eastern Victoria, 90 miles from Melbourne. The brown coal field extends over an area of approximately 40 square miles. The power station is the largest in the State's generating system and the briquette factory is producing nearly 600,000 tons of high-grade fuel a year in the form of brown coal briquettes. These have their source in one of the largest brown coal open cuts in the world.

The power station is in process of being greatly enlarged from its present installed capacity of 175,000 kilowatts. By 1956 its generating capacity will be 331,000 kilowatts and its annual output of electricity will be double the present figure. In addition, four of the original generators, totalling 50,000 kilowatts, will be kept in running order as standby plant.

Further extensions are planned, and Yallourn may ultimately have a capacity of more than 500,000 kilowatts, thus becoming one of the largest steam-electric power stations in the Southern Hemisphere.

THE VAST OPEN-CAST WORKINGS AT YALLOURN, SHOWING ONE OF THE THREE COAL-GETTING MACHINES LOADING LIGNITE ON TO TRUCKS : Nowhere else in the world, save in the brown coal areas of Europe, is there a counterpart of Yallourn, where the State Electricity Commission of Victoria operates the open-cast workings, also a large power station and a briquette-manufacturing plant. The coalfield, covering approximately 40 square miles, is estimated to contain at least 6,000,000,000 tons of brown coal (lignite). This is the lowest rank of coal, intermediate in the transformation from peat to bituminous coal, but it plays a vital part in Australian economy. In 1949 production reached nearly 6,500,000 tons, of which 4,000,000 tons were used in the Yallourn power station and most of the remainder manufactured into briquettes at the rate of more than a ton a minute.

Coal won from the main Yallourn open cut rose in 1949 to the record figure of nearly 6,500,000 tons. Four million tons were consumed in Yallourn power station, the remainder being used for the manufacture of briquettes. Yallourn's coal output will progressively increase over the next few years to 10,000,000 tons a year in 1956, as extensions to the power station come into operation. Coal production last year at the subsidiary Yallourn North open cut was also a record, amounting to 764,000 tons.

Working three shifts a day, seven days a week, the Yallourn briquette factory is now manufacturing briquettes at the rate of more than a ton a minute.

At Morwell, six miles from Yallourn, the Commission is establishing its new briquette project which is designed ultimately to increase Victoria's total annual production of briquettes to more than five times the present figure. A new brown coal open cut is being established and four factories are to be built, each with an annual output of 650,000 tons of briquettes. The first factory is due to start operating in 1953, and the second in 1954. Erection of the remaining two factories is scheduled to follow in a continuous construction programme.

The town of Yallourn, built, owned and administered by the State Electricity Commission, is unique in Australia as the only large model town planned and built by a public authority. The present population of the town is 4,200. The Commission owns and administers a works area of 14 square miles with a population of 7,600. This area comprises the town of Yallourn, the power station, the briquette factory, and the two open cuts.

TRAINLOADS OF BROWN COAL AND BRIQUETTES IN THE RAILWAY YARDS AT YALLOURN : On an average seven mineral trains leave for Melbourne each day, this representing the surplus after the Yallourn power station has been supplied. In 1956 lignite output at Yallourn is expected to rise to 10,000,000 tons.

FROM OPEN-CAST WORKINGS TO POWER STATION : *Left*—A dredger, with its endless chain of buckets, winning coal from the second "bench" in the Yallourn diggings. *Right*—The power station beside the Latrobe River at Yallourn, which takes the greater part of the open-cast coal. The present installed capacity of the power station is 175,000 kilowatts, but by 1956 it is expected that its generating capacity will be 331,000 kilowatts, and after that there will be further extensions.

LOOKING SOUTH FROM THE EIGHTY-SIXTH OBSERVATION BALCONY OF THE EMPIRE STATE BUILDING, THE TALLEST BUILDING IN NEW YORK: This remarkable view shows in the middle distance the skyscrapers of the business section grouped round the City Hall. At Battery Point, the tip of Manhattan Island, the Hudson River (right) and the East River (left) converge in the Upper Bay, in which is situated Bledloes Island, with the Statue of Liberty. Just visible in the far distance are The Narrows, through which the ocean liners come in from Nantucket. The triangular-shaped building in the centre foreground stands at the intersection of Broadway and Fifth Avenue. This is the Fuller Building, popularly known as the "Flatiron" Building. This twenty-one-storey skyscraper, built in 1902, was once the object of awe and delight among sightseers in Manhattan.

HIGH ABOVE THE ROOF-TOPS OF GOTHAM: Frank Powell, manager of the observatory section of the Empire State Building (that is, from floors eighty-six to the summit), inspecting the micro-wave relay pick-ups installed on one of the balconies by the New York Telephone Company. The Empire State Building, completed in 1931, has lately grown by 222 ft. through the addition of a television mast.

NEW YORK SKYLINE

THE CITY VIEWED FROM THE SUMMIT OF THE EMPIRE STATE BUILDING

A Special "Sphere" Section of New Pictures from the Largest City of the Western Hemisphere

In the last few years it has generally been thought that New York has achieved a population of 8,000,000, but apparently the Census Director has ruled otherwise, and modern Gotham counts little more than 7,750,000 heads. That alone, however, is 4 per cent. above the total of 7,454,995 counted in 1940, and there is no reason to doubt that this giant city of the Western Hemisphere will continue to grow upwards and outwards as the years progress.

Needless to say, the tendency to build higher and higher, which increased so tremendously between the wars on the island of Manhattan, has led to a chronic traffic problem: one that new bridge-building, new skyway-building round the island's perimeter, and new tunnel-building beneath the Hudson and East Rivers has alleviated but by no means solved.

The pictures on these pages, which give some idea of the vastness of modern New York, were all taken from the Empire State Building, by far the largest of New York's skyscrapers. The Empire State Building, rising majestically from the junction of Fifth Avenue and West 34th Street, a mighty man-made stalagmite of steel and concrete, was completed in 1931 at the height of the American financial crisis, when the Hoover administration was attempting without much success to deal with the nation's hopelessly top-heavy economy. Other products of that era of big building which now adorn the New York skyline are the Chrysler Building (1929), 1,048 ft.; the Manhattan Building (1929), 927 ft.; the Waldorf Astoria Hotel (1931), 625 ft.; the R.C.A. Building, Rockefeller Centre (1933), 850 ft.; and the U.S. Court House (1936), 585 ft.

With the Roosevelt regime well and truly in the saddle, the era of grandiose building in New York began to come to an end. Behind the coruscating façade there was much poverty, squalor and ugliness, and the "New Dealers" decided to tackle these evils. During La Guardia's mayoralty (1934-45) the great city enjoyed far-reaching socio-economic as well as political reform and progress. With funds, provided chiefly by the Federal Government's works projects, La Guardia spurred

(*Continued on following page*)

A MAN-MADE STALAGMITE: Looking up the face of the Empire State Building, New York, which, until the completion of the Palace of the Soviets in Moscow, will remain the tallest building in the world. From this angle it is not possible to see the 200-ft. observatory which rises above the 102nd storey, nor the 222-ft. television mast which was added last autumn, and now gives the building a total height of 1,472 ft. The Empire State Building, from which the pictures on these pages were taken, rises from the junction of Fifth Avenue and West 34th Street. There are 102 storeys above street-level and two below. The building can accommodate approximately 80,000 people. On July 18, 1945, a U.S. Army bomber crashed in mist into the seventy-ninth storey of the building. In the crash and the fire which followed, thirteen people were killed and twenty-six were injured.

THE NEW YORK SKYLINE

(*Continued from previous page*)

LOOKING DUE NORTH FROM THE EMPIRE STATE BUILDING: Standing massively in the very centre of the view, with Central Park just behind it, is the R.C.A. Building, the heart of Rockefeller Centre, which is itself a city within a city. Running along the right-hand side of Central Park is Fifth Avenue. In the background on the left is the Hudson River, and just visible is the George Washington Bridge.

ACROSS THE ROOF-TOPS OF MANHATTAN TO THE BOROUGHS OF NEW YORK CITY WHICH LIE ON LONG ISLAND: Running across the picture is the East River, along the banks of which lie factories and shipyards, hence the smoke and haze rising from Long Island City (left background) and from Brooklyn (right background). Between the two power stations on the left of the picture can be seen the Manhattan entrance to the tunnel which links Long Island City, Borough of Queens, with Midtown Manhattan. Running along the Manhattan shore of the East River is Roosevelt Drive, a modern traffic artery.

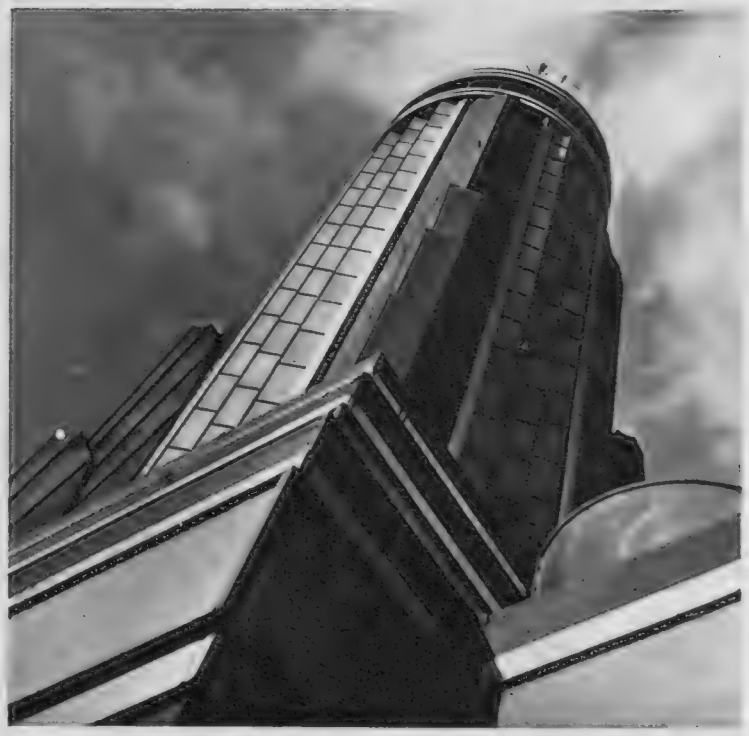
(*Continued from previous page*)

on the construction of new bridges, parkways, tunnels, housing projects, hospitals, schools and playgrounds. The steel that had formerly been allocated to building big, to creating giants like the Chrysler Building and the Empire State Building, was now diverted to more vital channels. Low-cost housing projects were instituted in all the New York boroughs except Richmond, providing well-ventilated, well-equipped flats at low rents for former tenement dwellers. The new parkways and drives, especially the West Side Express Highway, the Henry Hudson Parkway along the shores of the Hudson, and the Franklin D. Roosevelt Drive along the East River, transformed the waterfronts on the east and west sides of Manhattan Island.

The pictures on these pages cover more than Manhattan Island. They look out from the heart of that borough, north to the Bronx, east to Brooklyn and Queens, and south-west to Richmond. The five boroughs are co-terminus with counties of New York State, Manhattan being New York County, Brooklyn being Kings County, and the others having borough names. Of the boroughs, Manhattan retains the most fashionable residential sectors, and it has a population of just under 2,000,000, being second only to Brooklyn. Until 1898 Brooklyn was an independent city. It is an important commercial, industrial and shipping centre, as witness the great smoke haze which arises above its roof-tops. Within its boundaries are Coney Island and Brighton Beach, those famed pleasure resorts which look out across the waters of Lower Bay on to the broad Atlantic.

The Bronx, third in population among the boroughs, is celebrated for its universities and colleges, while Queens, first in size and fourth in population, has a strong flavour of internationalism with its two great airports. Flushing Meadow, in Queens, it may be remembered, provided a temporary home for the General Assembly of the United Nations, and it was also the scene of the New York World's Fair. Now U.N. has its own spacious headquarters in Manhattan.

LOOKING WEST ACROSS THE HUDSON RIVER INTO THE STATE OF NEW JERSEY: In the foreground (on the right) is Macy's famed department store and in the foreground (on the left) the Pennsylvania Railroad Station which is approached from New Jersey by tunnels under the Hudson River. The railroad tracks are 9 ft. or more below sea-level. The building with the large courtyard beyond the station is the U.S. Post Office. Visible on both sides of the Hudson are the docks. These are subsidiary piers, however, and the large ocean liners, like the "Queens," make fast farther downstream. On the New Jersey side of the Hudson can be seen Hoboken (extreme left), Weehawken and Union Township. Beyond the flatlands are the Orange Mountains. Enormous numbers of New York commutors come in each day from towns 30 and 40 miles away in New Jersey.



THIS IS NEW YORK'S NO. 1 TOURIST ATTRACTION: *Left*—Visitors gazing on the lesser skyscrapers of Manhattan from the eighty-sixth-floor balcony of the Empire State Building. *Right*—The building's observatory section, which was erected originally for the mooring of dirigibles, as it was believed that such craft as the *Hindenburg* and the *Graf Zeppelin* would run a regular shuttle service across the Atlantic. After May 1937, when the *Hindenburg* disaster took place, the tower was given over very largely to tourists. Nowadays, about 600,000 to 700,000 people visit the Empire State Building's observatories every year. These are situated on the eighty-sixth and 102nd floors. From the tourists there is a financial return of about 10,000,000 dollars a year. On an average summer day visitors recording their names in the book on the eighty-sixth floor will be drawn from each of the forty-eight States of the Union and from as many as fifty foreign countries. In 1947 suicide railings were erected on the building in order to discourage the all-too-frequent activities of those seeking to do away with themselves in a spectacular manner.

REFUGEES from WAR

The Pitiful State of the Bewildered and Abandoned Children of the Korean War

WARMTH AND COMFORT FROM A CAPTURED UNIFORM BLOUSE: The child on the left, abandoned by his family during the fighting in Korea, sits at the side of a road snugly wrapped in a captured uniform blouse. Like many of his fellow-sufferers, he was waiting for kindly attention and possibly for transportation to a safer area.

RESCUED FROM THE TIDE OF WAR: Wearing scraps of cast-off American Army clothing, these Korean children standing in a group at a street corner in Taegu are pitiful examples of the fate of the innocent bystander in war. Most of them have neither home nor parents and in many cases no family. They just drift along in whatever direction the refugee tide happens to be running at the moment, depending on the help given to them by United Nations soldiers. During the campaign in Korea many of the distressed children have been transported by Allied aircraft to safer places.

A KOREAN BOY SITS AMONG THE RUINS OF HIS HOME IN THE SUWON AREA: The buildings in the foreground had been destroyed by allied troops to prevent their use by enemy forces. Native water-jars are the only possessions recognisable in the smouldering ashes.

THEY SHARED THIS LOG-FIRE WITH SOME BRITISH SOLDIERS: A group of children in the Taegu area of South Korea gathered round a log-fire at which some British soldiers had just warmed themselves.

"WAR LOVES TO SEEK ITS VICTIMS IN THE YOUNG"—THE PITIFUL STATE OF THE CHILDREN OF KOREA: *On left*—This tiny Korean refugee weeps as she sits on a dockside at Pusan while waiting for transportation to the Kojedo Islands, where thousands of refugees have found sanctuary from constant flight. *Left centre*—A young child, parted from his family, waits for a train to carry him south, away from the menacing Communist forces. *Right centre*—The tears of this child express the grief of countless thousands of civilians in Korea who have been forced to leave their homes. Like many other children, he has lost his footwear. *On right*—Bewildered, tired and frightened, a young refugee snatches a few moments of precious warmth from a small roadside fire.

THE THIEVES' MARKET IN THE REFUGEE-CLOGGED CITY OF PUSAN, THE SOUTHERNMOST PORT OF KOREA, TO WHICH TENS OF THOUSANDS OF THE DESTITUTE HAVE FLOCKED FROM SEOUL AND OTHER CITIES IN THE FAR NORTH: This narrow street, stretching for a full mile, is lined with stalls and shops selling black-market cigarettes, chewing-gum, electrical appliances, uniforms, blankets, and food supplies, for the most part products of American origin. The street is the scene of hectic trading from early morning until late at night. How many people there are in Pusan these days it would be hard to compute, but that it is full to overflowing there is no doubt. So serious was the situation a few weeks ago that the South Korean Government gave orders for all refugees continuing to come south-eastwards to be diverted to the south-west. Everything possible is being done to stop the spread of infection in Pusan, but the authorities go in constant fear that there will be major epidemics. The black market has been thriving now for many months, and it seems to have an inexhaustible supply of American cigarettes and chewing-gum.

On the BLACK MARKET of PUSAN

Vast Quantities of Goods of American Origin are Hawked at Fabulous Prices in the South Korean Port

BLACK MARKETEERS, YOUNG AND OLD, DO A THRIVING TRADE IN PUSAN: *Left*—A stall in the Thieves' Market, with chewing-gum, chocolate, cigarettes, shaving cream, tinned pork and Army boots (U.S. general issue) among the great assortment of commodities on offer. How these goods in their original wholesaler's packages find their way so swiftly into the black market is a matter for conjecture. *Right*—A young hawker selling chewing-gum and popular brands of cigarettes.

SWINGING INTO POSITION THE FIRST PAIR OF ENGINES TO BE INSTALLED IN THE FIRST OF THE THREE SAUNDERS-ROE PRINCESS FLYING-BOATS NOW UNDER CONSTRUCTION AT THE MEDINA WORKS AT EAST COWES: The Princesses, each a 140-ton double-decker, will be the world's largest practical flying-boats, and the makers are confident that they will put Britain in the forefront of long-range aircraft development. In Parliament at the beginning of this month, however, Mr. Beswick, Parliamentary Secretary to the Ministry of Civil Aviation, indicated that work on the development and production of civil aircraft was having to be reviewed in the light of rearmament requirements. He indicated that no decision had yet been taken regarding the future of the Princesses, and some days later he repeated the assertion.

TURBOPROPS FOR THE PRINCESSES

INSTALLING THE POWER UNITS IN BRITAIN'S NEW LONG-RANGE FLYING-BOATS UNDER CONSTRUCTION AT COWES

Lord Brabazon of Tara, who headed the committee which advanced the project of the mighty Brabazon air-liner, an aircraft which has now been abandoned as a commercial proposition, is also a protagonist of those great marine aircraft, the Princess flying-boats, which are now nearing completion at the Medina Works, East Cowes. In an introduction to a recently-published book on flying-boats, *Wings of To-morrow*, Lord Brabazon indeed gives praise to the Ministry of Supply for having the imagination and faith in flying-boats to have ordered the Princesses. Since the publication of that volume, however, there have been disturbing rumours regarding the future of the Princesses, and Mr. Beswick, speaking on behalf of the Government, has admitted in Parliament that no final decision as to the future of the 140-ton flying-boats has as yet been made. One questioner in the House of Commons suggested that in a national emergency five or six aircraft of the Princess type could carry as many troops across 3,000 nautical miles as could the *Queen Mary* or *Queen Elizabeth*, indicating that the Princesses could fly a shuttle service with speed and efficiency while one of the "Queens" was making but a single voyage. That statement quickly evoked a letter to the Press from Mr. J. Fairley, of St. Albans, who indicated that the building of a giant troop transport-cum-liner, with its dollar-earning capacity in times of peace, would be infinitely preferable to a fleet of Princesses, whose revenue in normal times would be doubtful. No doubt the arguments for and against giant aircraft will rage for years to come.

It may yet be, however, that, despite the prevailing uncertainties of Mr. Beswick and his Ministry, the Princesses are the forerunners of a great fleet, particularly because flying-boats have been popular with the travelling public, giving a

degree of safety on our Commonwealth routes that has won the confidence of passengers. It is not certain, however, how far B.O.A.C. will want to proceed with clipper construction, particularly in view of the heavy expense involved in maintaining separate marine bases. At the moment B.O.A.C. are committed to taking over the three Princess clippers, which are now making steady progress in the shops at Cowes.

The first of the three giant flying-boats should take the air during 1951. The structure of the first is complete except for the outer wings. It should be ready for the installation of all coupled engines by April. The second aircraft lacks only the pilot's hood, the inner and outer wings, and the tailplane, which is ready for fitting. The tail unit for the third is now in the jigs and the hull and most of the other parts of the structure have been assembled.

The aircraft will have the range and speed to maintain non-stop services between Britain and South America and Britain and the United States, allowing for the possibility of meeting headwinds up to 90 m.p.h. This calls for a range in still air of 5,500 miles. The cruising speed will be 380 m.p.h., and the clippers will fly above the weather at an average height of 40,000 ft. The first of the Princesses are being equipped with ten Bristol Proteus engines of 3,500 h.p. each, so that 1 h.p. will be available for each 9 lb. of weight, promising a sustained high speed.

In the Princess class the hull is claimed to be the largest metal structure ever built for an aircraft, and the Saro technicians have calculated that its cubic capacity is equal to three-and-a-half Constellations. Two-and-a-half miles of longitudinal members, 1,469 square yards of metal plating, and 3,000,000 rivets have gone into the making of each hull. Passengers will have more freedom of movement than in the average land-based air-liner, and the atmosphere will be very much the same as on board ship.

John W. Taylor and Maurice F. Allward, in *Wings for To-morrow* (Ian Allan Ltd. 7s. 6d.), have an interesting chapter on the Princesses, the following quotation from which is of special interest: "A topical subject in these days of austerity is the cost of the Princesses, and whether they are going to be worth it all. It is estimated that the cost of the three now being built, including all development and research work, will be about £7,000,000. Material for another four has been already ordered at the request of the Ministry of Supply and these could be built for about £1,250,000 each. For any additional Princesses the cost would come down to around the £1,000,000 mark. But even if the boats never pay for themselves, and there is a good chance they will do more than this, there is little doubt that the experiment is in the national interest. When in the next few years the need arises for 100-seater long-range air-liners, then Britain, owing to the Brabazon and Princess experiments, will have two of the finest in the world."

A PAIR OF BRISTOL PROTEUS ENGINES IS PLACED IN POSITION IN THE WING OF A PRINCESS FLYING-BOAT: Each of the three Princesses will have ten Bristol Proteus airscrew turbines mounted in four coupled pairs, each with two single outboard units. The engines are of 3,500 h.p. each, giving a high margin of power.

HOISTED TO THE SUMMIT OF THE SCAFFOLDING BEFORE INSTALLATION—THE FIRST PAIR OF ENGINES BEING LIFTED AT THE MEDINA WORKS AS ENGINEERS PREPARED TO INSTALL IT IN THE WINGS OF THE FIRST PRINCESS FLYING-BOAT: The power installation is particularly interesting in that each pair of coupled Proteus engines will jointly power a two-stage reduction gear, the final stage of which will drive a contra-rotating airscrew. The outboard Proteus engines will each drive a single-blade bank airscrew. This drive scheme will, it is understood, incorporate clutches whereby a defective engine could be uncoupled in order to relieve its fellow of the burden of driving it. The proposed operating procedure is to use full engine power for take-off, and then immediately to throttle back for steep-angle climb up to about 30,000 ft. At that height it is presumed that the major portion of most flights will be made.

PRINCESS ELIZABETH RETURNS FROM MALTA: The Princess drove to Clarence House after flying to London in a Viking of the King's Flight. Her children had already arrived from Sandringham.

THE ROYAL FAMILY RETURNS FROM SANDRINGHAM: The Queen with Prince Charles and Princess Anne drive from King's Cross. Also in the above picture are Princess Margaret and the Royal children's nurse, Miss Lightbody. The King was with the Queen and the Prince and Princesses when they travelled from Sandringham in the Royal train. Later in the day, they were joined by Princess Elizabeth, who had been spending a holiday in Malta with the Duke of Edinburgh since before Christmas. She wore a yellow and grey woollen coat over a woollen jacket and frock to face London in February after the sunshine of Malta.

PRINCESS ELIZABETH RETURNS

And Home News Pictures from London and the Provinces

REPAIRING THE ALBERT BRIDGE: The bridge which spans the Thames between the Chelsea Embankment and Battersea Park is undergoing essential repairs which will cost about £40,000. One footway is being kept open for pedestrians, but if the work cannot be finished in time for the Festival of Britain, it will be postponed and completed after the Festival. The bridge was designed by R. W. Ordish and built in 1873.

MAKING THE FRAMEWORK FOR A GUARDSMAN'S BEARSKIN: **Seventy-five-year-old Harry Patston instructs a pupil, Mrs. K. Grinham, in putting the finishing-touches to a frame while holding it firmly between the knees.** Mr. Patston is the only person in the world who knows the intricacies of the making of the framework which goes inside a bearskin. When it was decided that the Brigade of Guards should again wear full dress, the contract for the wicker frames went to the London firm of G. W. Scott and Sons, who have made them since the Crimean War. Mr. Patston, after working for the firm for fifty-six years, had retired last year, but he has agreed to train two women in the craft. In his London home he shows them the tricks of the trade, whereby he makes the frames exactly the right size, varying in fractions of inches as in ordinary hats. The frames help to make bearskins as light and cool as is possible. Mr. Patston can make twelve frames in a day.

REPAIRING THE VICTORIA TOWER OF THE HOUSES OF PARLIAMENT: Looking down on Parliament Square from scaffolding round the 336-ft.-high tower. The work of replacing and restoring defective stonework began in 1938, but was postponed during the war. The Victoria Tower is the highest of the three towers on the Houses of Parliament building, and it is from the flag-pole (which rises to 400 ft.) that the Union Jack flies (or the Royal Standard when the King is present) when the House is sitting by day. It has been estimated that 350,000 ft. of steel scaffolding are being used for the repair work. The original building material of magnesium limestone from Anston in Yorkshire has not stood up to the test of time, although the tower has been in existence only 100 years. It is being replaced by stone from the Clipsham quarries. The repairs will not be completed until 1957.

ROUND THE WORLD BY MOTOR-CYCLE: T. H. Hamilton-Fletcher and J. L. Cook, on their twin 497-cc. Norton machines, leave London at the start of their world tour on which they plan to cover 33,000 land miles in the next thirteen months. Mr. J. Lennox Cook, an Oxford Rugger Blue and a sports master at Bilton Grange Preparatory School, put an advertisement in the personal column of *The Times* reading: "Oxford graduate seeks companion for one year's adventurous journey on motor-cycles." Out of eleven replies he decided that Mr. T. H. Hamilton-Fletcher, a twenty-five-year-old farmer from Corfe Castle, in Dorset, was a suitable companion. The venture will cost about £1,400, of which £800 will be expended on sea transport fares. The motor-cyclists' route lies through Europe to Turkey, the Middle East, India, Ceylon, Australia, Canada, the United States, Central and South America, Africa and thence home via France.

THE SWEDISH AMBASSADOR'S WIFE WELCOMES THE SWEDISH COUNTESS-BALLERINA: Mme. Hägglöf greets twenty-three-year-old Countess Elsa-Marianne von Rosen, prima ballerina of the Swedish Ballet Company, after her opening performance at the Princes Theatre. The Swedish Ballet Company chose two classic tragedies for their first performance in London last week, with ballet interpretations of Euripides' *Medea* and Strindberg's *Miss Julie*. In the above picture, Countess von Rosen is in the costume she wears in *Miss Julie*, after she has indulged in acrobatic love-making with the valet.

BOUND FOR A SHARK-FISHING EXPEDITION IN THE SEYCHELLES: The *Isle of St. Anne* at Grimsby before she sailed for the Indian Ocean. Twelve British adventurers form the crew of the *Isle of St. Anne*, which has been commissioned by the Colonial Development Corporation to be based on Port Victoria while the shark-fishing experiment is carried out. A sister-ship, the *Silhouette*, has already sailed. The *Isle of St. Anne* was converted from a minesweeper to a refrigerating fishing-vessel by a Grimsby firm of shipbuilders.

SAVED FROM DEMOLITION: The farm cottage at Prescott, near Winchcombe, in Gloucestershire, which Mr. Jack Adcock has reconditioned. Under the 1949 Housing Act, a property owner may save his condemned house from demolition if he can repair it to the satisfaction of the local authority. Mr. Adcock, a motor engineer, has taken advantage of the clause to convert a derelict cottage into an attractive house. The local authority is supporting his claim. Mr. Adcock did most of the work himself (except the thatching) and has underpinned the foundations and lowered the floors.

THE CHAIRMAN AND MEMBERS OF THE NEW IRON AND STEEL CORPORATION: Left to right are—Mr. S. S. Wilson (secretary); Mr. J. W. Garton (chairman of Brown Bayley's Steel Works); Sir John Green (deputy chairman and a director of Thomas Firth and John Brown); Mr. S. J. L. Hardie (chairman); General Sir James S. Steele (who was Adjutant-General until last September); Sir Vaughan Berry (formerly United Kingdom delegate to the international authority for the Ruhr); and Mr. A. R. McBain, who, with Mr. J. W. Garton, is a part-time member. The sixth member of the Corporation (not in this picture) is Mr. W. H. Stokes, a senior official of the Amalgamated Engineering Union. The Iron and Steel Corporation of Great Britain came into being at midnight on February 14. It is sole shareholder of eighty of the principal iron and steel companies in the country and its capital commitment amounts to over £200,000,000 and will probably reach £500,000,000 in a few years' time. It is handsomely housed at No. 1, Chester Street, S.W.1. The chairman of the Corporation, Mr. S. J. L. Hardie, at a Press conference before the take-over, appealed to leaders of the industry to forget Party politics, to accept the Act of Parliament, and to come into the team and give their help. The Corporation, he said, would need the co-operation of all the experts in the industry, including those on the shop floor, in offices and management, boards of directors, and the associations.

A 20,000-MULLET CATCH IN CORNWALL: A flashing torch on the cliff-top above Sennen Cove, in Cornwall, was the signal for local fishermen to race for their boat in which a 1,000-ft. net was stowed. The shoal of mullet had been watched for two months by the villagers and the signal was to advise that it was in open water. The net, when filled, was so heavy that it had to be anchored until the tide receded. The villagers helped to save the catch, but it realised only 5d. a lb.

CEILIDH NIGHT IN SKYE

PERPETUATING THE TRADITIONAL HIGHLAND SOCIAL EVENING IN THE VILLAGE HALL AT DUNVEGAN

Once upon a time every Highland village made its own entertainment. After a hard day's work in the peat bog, or up in the hills with the sheep, the men would meet in each other's homes and yarn together, over a glass or two of whisky. When their wives and families were with them, they would make music together—not always with bagpipes, for in the far north the Gaelic-speaking Scots make "mouth music," wordless songs of lilting rhythms which have a magic beauty in them. Then there would be dancing, reels and strathspeys, kilts whirling in the tiny, low-ceilinged room, and perhaps a solo Highland fling or sword dance from a laddie eager to show his prowess in the next local games. With feet tapping the wooden floor, pipes skirling, and the loud "Hoochs!" and hand-clappings of the company, this was the scene of the real Highlandman's musical evening, the *ceilidh* of happy memory and tradition.

To-day, "civilisation" has reached the Highlands, or to put it another way, the Highlands are no longer cut off from the contacts, good and bad, of the great world outside. Even in isolated villages there are weekly cinema shows, while the radio and the newspapers, too, have done much to change the Highland idea of entertainment. In Skye, for instance, best-known of the Hebridean islands, if only because of the songs written about it, there are dances in the little town of Portree two or three times a week, but not ceilidh-style dances. The youth of Portree dance foxtrots, sambas and congas in preference to the old Scots dances, and the impact of the big cities is there for all to see.

But not all of Skye is "corrupted" by the cinema and the South American dance. On the west coast of the island, 30 miles from Portree and without a bus service, is Dunvegan, a scattered village of some 200 inhabitants, boasting a hotel, a bank, a shop, a village hall and a telephone kiosk. The village hall was presented to the community by Sir Magnus MacLeod, laird of Dunvegan Castle, the oldest inhabited castle in Britain, and the uncle of the present chief of the clan, Flora, Mrs. MacLeod of MacLeod.

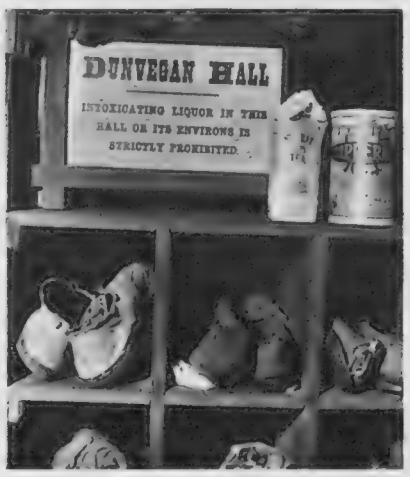
At Dunvegan, from time to time, the village holds its own ceilidh, a ceilidh more formal and less intimate than the old-style, but only so because more people are eager to attend. Mrs. MacLeod of MacLeod introduces the turns in the concert part of the evening's entertainment, then the floor is cleared and the dancing continues until at least four o'clock in the morning.

The islanders of Skye have no sense of time; the ceilidh starts an hour or more late, and if the dancers are tired out by their exertions they don't go to work until noon next day. There is no whisky at all. "Intoxicating liquor" is not permitted in the hall, and the bar of the local hotel shut long ago in deference to the laws laid down in London. Even if it were open, it would have very little whisky to sell, for although Skye produces thousands of gallons a year in half-a-dozen distilleries, the whole precious output is shipped out of the island. In spite of this lack of traditional cheer, the dancing is fast and furious, and the "Hoochs!" would have gladdened any exiled Scot's heart. Dunvegan at least has not forgotten how to enjoy a ceilidh and how to make merry in the old Scottish manner.

CEILIDH NIGHT IN SKYE—AN EIGHTSOME REEL IN PROGRESS AT A HIGHLANDMAN'S MUSICAL EVENING: Since the advent of modern amusement the ceilidh (pronounced "cay-ly") has lost much of its attraction, but from time to time the inhabitants of Dunvegan forgather at the village hall to revive much of its traditional carefree atmosphere. The ceilidh is divided into two parts: the concert items and the dancing.

THE CHIEF OF THE CLAN MACLEOD INTRODUCES THE PERFORMERS: Flora, Mrs. MacLeod of MacLeod, who lives at Dunvegan, plays a leading part at the ceilidh.

A SENTIMENTAL SCOTS SONG: George MacLeod Manson sings a Scots song during the first half of the ceilidh. In the front row of the audience sits Flora, Mrs. MacLeod of MacLeod.



DUNVEGAN VILLAGE HALL ON CEILIDH NIGHT: *Left*—Soldiers of the Black Watch, on a visit to Skye, take part in the eightsome reel. Note the stylish, but also correct, finger-to-thumb attitude of the dancers. *Centre*—Although Skye has half-a-dozen whisky distilleries, many village halls prohibit intoxicating liquor on their premises. The gym shoes have been left by children who have used the hall during the day. The slipperine is used on the rough floor, and the packet of tea is for the caretaker's private brew. *On right*—Donald McKenzie sings one of his own comic songs, "The Boat from Mallaig," which describes the variety of people who make the crossing to Skye from Mallaig, a four-hour trip.

FROM NORTH of the BORDER

A New Coaling Installation at Aberdeen; The Scene of the Glencoe Massacre; and an Argyll Bridegroom at a London Wedding

TO SPEED THE COALING OF TRAWLERS—A NEW INSTALLATION FOR THE FISHING FLEET AT POINT LAW, ABERDEEN: By means of two chutes which carry the coal direct into a ship's bunker, trawlers at Aberdeen are now able to coal within a matter of two hours or so; originally it took the best part of a day. *On left*—The Hull trawler *Borella* arrives for coaling at the new plant, which came into service during the first week of February. *On right*—The Aberdeen trawler *Star of Orkney* being coaled at Point Law. Aberdeen's new coaling installation, the latest development in the harbour's improvement scheme, is designed for the dual purpose of discharging seaborne coal and the supplying of coal for bunkers. The installation consists principally of two 7-ton electric grabbing cranes, and a system of hoppers, electrically-driven conveyors and chutes which can be slewed and hoisted to suit the particular requirements of vessels being serviced. The cranes are designed to handle 150 tons of coal per hour.

A GUARDIAN OF THE WIDE MOORS OF GLENCOE—SRON NA CREISE, WHICH FLANKS GLEN ETIVE, CLOSE TO THE SCENE OF THE MASSACRE OF GLENCOE: February 13 marked the 259th anniversary of the Massacre of Glencoe, that atrocious massacre of the unsuspecting and hospitable Macdonalds by Captain Campbell of Glenlyon, his followers, and the troops of William III. Thirty-eight Macdonalds were killed on the spot and others sought to escape over the passes, but owing to the prevailing weather conditions 150 more died of exposure on the hills. The train of events leading to the massacre began in 1691 when the Edinburgh authorities issued a proclamation exhorting the clans to submit to William and Mary. It was because M'Ian's (the head of the Macdonalds of Glencoe) submission was delayed that his enemy procured an order referring to "the extirpation of that sect of thieves."

"THE THREE SISTERS OF GLENCOE": Glencoe, in the wilds of Argyllshire, extends for ten miles west from Buchaille Etive to Loch Leven. It lies among magnificent mountain scenery with peaks rising to 3,800 ft.

A SCOTTISH OCCASION IN LONDON—THE DEAN OF ARGYLL AND THE ISLES OFFICIATES AT A ST. MICHAEL'S, CHESTER SQUARE, WEDDING: *On left*—The Very Rev. Duncan MacInnes, Rector of the Episcopal Church of Glencoe, Argyllshire, congratulates the bride after the ceremony. The occasion was the wedding of Mr. Alaisdhair T. R. Bullough, younger son of the late Mr. Tom G. Bullough of Fasnoicloich, Argyll, and of Mrs. Guy Bullough of London, and Miss June N. Ashby, of Pooks Hill, Woking, Surrey. *On right*—The bride and bridegroom leaving the church after the wedding. The Dean, like many of the guests, travelled to London for the ceremony, officiated, and gave the Blessing both in English and Gaelic. The bridegroom is the great-grandson of a former Bishop of Argyll, and a nephew of the twenty-seventh Laird of Gleneagles, Mr. Alexander Chinnery-Haldane. The bride, who was given away by her father, wore a gown of white tulle with a tight, closely-pleated bodice and a very full skirt. She was attended by four bridesmaids.

From LUNDY and LONDON

An Evacuation of Cattle; Tests at Two Exhibition Sites; Export Cars Pile Up at the Docks

On right—When a little island like Lundy is deprived of the use of its regular vessel for plying to and from the mainland, something is bound to happen. The owner of Lundy, Mr. Martin Coles Harman, found this so when, faced with a shortage of foodstuffs, he was unable to transport his cattle to the North Devonshire mainland. However, with the help of the School of Combined Operations at Fremington, Devon, he succeeded in reaching the Barnstaple market with seventeen cows, one calf and twenty-three ponies. Landing Craft No. 4063, under the command of Lieut.-Commander Peter Hawkesworth, was sent to his aid and the whole operation was treated in the form of an exercise. The deck of the landing craft was strewn with hay and the cattle were coaxed into two specially-constructed pens.

A MODERN ARK VISITS THE ISLAND OF LUNDY—A NAVAL TANK-LANDING CRAFT GOES TO THE AID OF A FARMER ON THE ISLAND OFF THE NORTH COAST OF DEVON: Sheltered in a rocky little bay on Lundy Island tank-landing craft No. 4063 stands by waiting for her cargo of cattle and ponies which were to be taken to market on the Devonshire mainland. The landing craft was being used in place of the normal vessel *Lerina*, which was temporarily out of service. Lundy is 3 miles long and about 1 mile wide.

On right—With the opening day of the Great Exhibition drawing nearer, arrangements for testing various buildings have been made and, in certain cases, carried out. Last week the Big Dipper at Battersea Park went into action and several people were fortunate, or otherwise, to have one of the first trips. The first official trip after the opening in May will be made by Princess Margaret. On the South Bank site some 3,000 employees of the London County Council were invited to the Royal Festival Hall to listen to a concert given by the Guildhall School of Music. The object of the concert was to test the acoustics of the hall, the auditorium of which is now almost complete. It was announced last week that Toscanini, owing to ill-health, has had to cancel his engagement with the B.B.C. Symphony Orchestra.

TAKEN FOR A RIDE—TESTING THE BIG DIPPER AT THE FESTIVAL OF BRITAIN PLEASURE GARDENS IN BATTERSEA PARK: Princess Margaret, who is to open the Pleasure Gardens on May 3, will, at her own request, take the first official ride on this railway. She is expected to spend about two hours in the Gardens. In the background is Battersea Power Station.

THEY TOOK THEIR OWN CUSHIONS TO THE ROYAL FESTIVAL HALL: London County Council employees waiting to enter the Royal Festival Hall when the acoustics were tried out. They had to take cushions as the hall was still without seating.

On right—The picture on the right was taken at the King George V Docks, London, and shows the great number of cars now awaiting shipment to foreign ports. This great pile-up, which has arisen through lack of shipping space and the recent dock strike, is causing grave concern in the motor industry, which is one of Britain's main export trades. At home in Britain, where the quota for new cars has been reduced, motoring industry officials are asking for the release of many of the cars in order to strengthen the country's lines of transport. The Ministry of Supply say that "no alteration to the home quota is intended. Manufacturers can release cars for home as long as they do not exceed their quota." To-day more than 1,000,000 people in Britain are waiting for new cars, but only 80,000 will be fortunate enough to get one during 1951. It is estimated that one company alone could supply the country's needs within a matter of three months, providing, of course, that the entire output went to the home market.

CARS FOR THE EXPORT MARKET PILE UP AT LONDON DOCKS—THE LACK OF SHIPPING SPACE AND DOCK STRIKES CAUSE CONCERN IN THE MOTOR INDUSTRY: A general view of the accumulated mass of cars held up at the King George V Docks through the lack of shipping space and the recent dock strike. It is said that these cars could do much to ease the great demand on the home market.

FROM PINERO TO GIRAUDOUX

The Mad Woman of Chaillot at the St. James's; *The Prospect Before Us* at Sadler's Wells; and *Preserving Mr. Panmure* at the Aldwych Theatre

MARTITA HUNT AND MARIUS GORING IN JEAN GIRAUDOUX'S "THE MAD WOMAN OF CHAILLOT," AT THE ST. JAMES'S THEATRE: Giraudoux wrote his fantastic comedy during the German occupation of France but could not allow it to be produced until after the war. He died in 1944. Martita Hunt played the part of the mad woman for 600 performances in America, where the translation of the play had a great success. Miss Hunt enjoyed there as here a great personal triumph, and she was awarded the Antoinette Terry Award for the most outstanding actress of the year. The play won the award of the New York critics' circle for the best foreign play.

ROBERT HELPMANN MAKES UP AS MR. O'REILLY, THE DRUNKEN THEATRE MANAGER, IN "THE PROSPECT BEFORE US," AT THE SADLER'S WELLS THEATRE: The famous dancer, actor and mime has returned to Sadler's Wells to dance his original role in Dame Ninette de Valois' ballet, which has been revived for the present season of opera and ballet by the junior company. The story of the ballet is of the conflict between the rival managers of the King's Theatre and the Pantheon as recorded by Mr. Eber in his *History of the King's Theatre*. David Poole dances the part of Mr. Taylor, manager of the King's Theatre. There is a ballet within the ballet, Mr. O'Reilly's production of *The Great Divertissement* at his Pantheon Theatre. The period of the piece is the eighteenth century and Roger Furse has based his decor on drawings by Rowlandson. *The Prospect Before Us* was first presented in 1940 and gives Robert Helpmann great opportunities for comedy which he exploits riotously in the drunk scene. The music is by William Boyce.

THE GOVERNESS WHO WAS KISSED: Miss Gwen Cherrell as the charming and innocent little governess with a dark secret to keep, is hauled back into the library by the politician and his secretary, Alexander Archdale (right), and Edmund Gray, who find that she is soaked to the skin after walking about in the rain with intent to kill herself. This is one of the many moments of intense dramatic action in the Pinero farce, *Preserving Mr. Panmure*, which has been revived with success at the Aldwych Theatre. Miss Gwen Cherrell, who has good looks and acting ability, gives a delightful performance as the governess who is kissed by the "vicious, unprincipled and hypocritical Mr. Panmure," the head of the house. The play is one of the raciest of all the Pinero farces and is marked by good timing and hectic action from start to finish.

MR. PANMURE WANTS TO KNOW WHO KISSED THE GOVERNESS: The hypocritical head of the household (played by Reginald Purdell) questions Josepha (Gwen Cherrell) regarding the author of the dastardly deed which has plunged the whole establishment into a fever of mutual suspicion. Panmure, who is the culprit, is urged on in his investigation by his wife (played by Helena Pickard; left), and the other ladies of the house.

A FESTIVAL-YEAR TRIM FOR EATON SQUARE, WHICH IS NOW BEING BEAUTIFIED AT THE ORDERS OF THE DUKE OF WESTMINSTER: This view, looking towards St. Peter's Church, in the east end of the Square, shows how the gardens have been levelled by bulldozers preparatory to a landscaping scheme which will improve the whole appearance of the Square. Eaton Square was built by the Cubitts in 1827 on the site of the five fields of historic Ebury Farm. Ebury Farm, which in the seventeenth century was the haunt of highwaymen between London and the riverside resort of Chelsea, was the home of the celebrated Mary Davies, who in 1667 married Sir Thomas Grosvenor, the third baronet.

THE LONDON SCENE: THE PROGRESS OF RESTORATION AND PRESERVATION

Rebuilding St. Giles's, Cripplegate, and the Hogarth House in Chiswick; A Leicestershire Grammar School Founded by a Lord Mayor of London.

RESTORING MILTON'S CHURCH—ST. GILES'S, CRIPPLEGATE, DESIGNATED AS ONE OF THE NEW PARISH CHURCHES OF THE CITY OF LONDON, WHERE RECONSTRUCTION WORK IS NOW PROCEEDING: *On left above*—Scaffolding surrounding the tower as the work of restoration proceeds. *Above on right*—The shell of the heavily-blitzed building which will be restored as and when funds allow. *On right (facing page)*—A general view of St. Giles's, showing in the foreground one of the bastions of the ancient London Wall. Since the war archæologists have taken the opportunity of studying these bastions with a view to establishing data regarding early Roman London.

Under the bold and imaginative scheme for the reorganisation of the forty-six parishes of the City of London, St. Giles's, Cripplegate, which stands in the midst of the blitzed area to the north-east of St. Paul's, has been chosen as one of the fifteen parish churches, and in due time it will become the centre of a largely rebuilt parish. The church, which was severely damaged in the blitz, belongs to the Late Perpendicular style of the fourteenth century. It was damaged by a fire in 1545, but rebuilt, and it escaped the Great Fire of London. In the churchyard a portion of the City Wall of Edward IV's time still remains, and in the neighbourhood Roman remains have been found during post-war excavations. John Milton is buried at St. Giles's in the same grave as his father. Among others buried there are a daughter and a granddaughter of Shakespeare's, Sir Thomas Lucy of Charlecote, John Foxe, author of *The Book of Martyrs*, Sir Martin Frobisher, the navigator, and Henry Welby, the hermit of Grub Street. The belief that John Foxe was once vicar of St. Giles's is now said to be incorrect.

THE REGENCY SHOPS IN WOBURN WALK, ST. PANCRAS, WHICH THE LONDON COUNTY COUNCIL HAS BEEN ASKED TO MAKE THE SUBJECT OF A PRESERVATION ORDER: These houses were built by Thomas Cubitt in 1822, and have been described by Mr. John Summerson, the architect, as providing quite the best example in London of a Regency shopping centre.

WHERE W. B. YEATS LIVED FROM 1895 TO 1919: This was at No. 5, Woburn Walk (at the right of the picture), one of the houses regarding the preservation of which St. Pancras Council is approaching the London County Council. After Yeats' departure from No. 5 it was occupied by Franklin Dyall, the actor, who died last year. Other houses in Woburn Walk have historic and literary associations, and they reflect the genius of the great London builder, Thomas Cubitt. Cubitt, an East Anglian by birth, began business in London as a master carpenter but he gradually extended his activities to housebuilding in all its branches. The difficulty of finding constant work for his men led him to take ground for building, a species of speculation in which he prospered greatly. It was about the year 1824 that Cubitt took a lease from the Duke of Bedford of a tract of land in St. Pancras parish, and there he built the houses of Upper Woburn Place, Woburn Buildings, Woburn Walk, Gordon Square, Tavistock, Gordon and Endsleigh Streets. Later, noting the tendency of the fashionable world to move westward, he leased the Five Fields, Chelsea, on which he and his associates erected Belgrave Square, Eaton Square, Chesham Place and Lowndes Square.

FOUNDED F[illegible] A FORMER LORD MAYOR OF LONDON—THE GRAMMAR SCHOOL AT APPLEBY PARVA, NEAR ASHBY-[illegible]-LA-ZOUCH, LEICESTERSHIRE, WHICH IS TO BE REOPENED FOR EDUCATIONAL PURPOSES: After [illegible]ny years' service as the village hall, it is to be reopened as a primary school for children betwee[illegible] the ages of five and eleven. Founded by Sir John Moore, a Leicestershire man who became Lord [illegible]yor of London, the school was built in 1697 to the design generally attributed to Sir Ch[illegible]topher Wren. It ceased to be a grammar school at the beginning of this century and was a prim[illegible]ry school until 1932. The founder is commemorated by a life-size statue in the large hall.

HOGARTH'S HOUSE IN CHISWICK—A VICTIM OF THE BLITZ—WHICH HAS BEEN ALLOWED TO FALL INTO A PITIFUL STATE OF DILAPIDATION, IS NOW UNDER RECONSTRUCTION: For some time past the energetic Georgian Group has been pressing for action as the house has been deteriorating rapidly, and it is now hoped that a complete restoration will be carried out so that the house will appear much as it did between the years 1749 and 1764, when Hogarth called it his "little red-brick country box by the Thames." The house stands in the lane leading from the Duke's Avenue towards Chiswick Church (where Mr. and Mrs. Hogarth were buried). The Hogarth house was purchased for restoration in 1890 by Mr. Alfred Dawson, an old resident in Chiswick, and in 1901 it passed into the hands of Lieut.-Colonel Shipway, who in turn gave it into the keeping of Middlesex County Council which has held it in trust for the public.

SPEED-SKATING AT DAVOS, SWITZERLAND—COMPETITORS FROM THREE COUNTRIES TAKE PART IN THE WORLD SPEED-SKATING CHAMPIONSHIP: *On left*—Hjalmar Anderson, of Norway, who retained the world speed-skating championship, seen in action on the Davos open-air ice-rink during the events. He won the 5,000- and 10,000-metres races outright and was second in the 1,500 metres and fifth in the 500 metres. *Centre*—J. Cronshey, the British competitor, who gained second place in the championship. He finished third in the 500 metres, tenth in the 1,500 metres, second in the 5,000 metres, and third in the 10,000 metres. *On right*—Erik Asplund, of Sweden, who finished third in the 5,000-metres event. Twelve nations, including Germany and Japan, took part in the racing.

ATTITUDES FOR SPEED

Championship Races in Switzerland, Australia and America; A British Juvenile Judo Expert; and a New Record-breaking Italian Motor-cycle

LITTLE PAMELA EDWARDS DEMONSTRATES HER PROWESS AT A JUDO DISPLAY IN YORK: Eleven-year-old Pamela is the daughter of Mr. P. Edwards, the judo instructor and expert. When this picture was taken she was dealing with 13-stone Jim Pigott during an event at the display given by the Ebor Judo Club.

SPEED ON THE ROAD—A NEW MOTOR-CYCLE RECORD WHICH HAS BEEN SET UP BY AN ITALIAN MACHINE: The new Vespa 125-cc. motor-cycle in which Signor Mazzancini broke the world speed record of just over 100 m.p.h. He covered the measured kilometre on the Rome-Ostia road at approximately 107 m.p.h.

"FILLED WITH A LUSTY WIND"—RACING YACHTS IN FULL SAIL IN SYDNEY HARBOUR: They were taking part in the 18-footer world championship in Port Jackson, New South Wales. With the aid of a strong breeze, *Tarua*, of New Zealand, is seen skimming ahead of *Jennie IV* during the third heat. By winning all heats the yacht *Myratoo* becomes the new world champion.

SPEED ON THE RUNNING TRACK—A PHOTO-FINISH AT A NEW YORK GAMES MEETING: James Gehrdes, of the Shanaham Catholic Club, literally flies across the finishing-line to win the semi-final of the 60-yard high-hurdles race at the New York Athletic Club Indoor Games meeting at Madison Square Garden. In the final race Gehrdes, although well beaten, gained third place.

A CHAPTER of ACCIDENTS
FROM THREE CONTINENTS

On and Off the Road in Scotland and America; Aircraft Incidents in Australia and at Sea

A WRECKED CAR WITH BOTH LICENCE PLATES VISIBLE—A TRAGEDY ON AN ALABAMA ROAD: High-speed driving on a road bend was reported to be the cause of this accident at Birmingham, Alabama, U.S.A., in which two children, Henry G. Brabston III, aged thirteen, and Rudy Norton, aged fourteen, lost their lives. The wrecked car had wrapped itself around a roadside tree in such a manner that it was possible to read the front and rear licence plates from the same side.

AN UNKNOWN MAN SAVED THE DRIVER OF THIS LORRY AFTER IT HAD PLUNGED THROUGH THE PARAPET OF BOTHWELL BRIDGE, LANARKSHIRE, INTO THE RIVER 40 FT. BELOW: After the unknown man, a lorry driver, had gone over the side of the bridge at the end of a rope to rescue the injured driver from his water-filled cabin, he drove off without leaving any clue to his identity. The injured driver, Edward Larrin, of Hamilton, was taken to hospital with head injuries but was allowed to return home after treatment, although still suffering from shock. His lorry, bound for Tannochside Brick Works, Bellshill, skidded on the icy surface of the bridge and crashed through the iron parapet into the river. The bent pole seen leaning over the bridge was once a bus-stop indicator.

AN ACCIDENT IN WHICH ONLY THE CARS WERE DAMAGED—THE END OF A GOOD DEED IN MISSOULA, MONTANA, U.S.A.: As one car would not start, a friend obligingly offered to push from behind. Hampered by frost-covered windows, neither driver noticed they had passed a dead-end street until the front car finished up in an irrigation ditch with the rear car jammed underneath.

ON A SUMMER'S DAY IN WESTERN AUSTRALIA—A TIGER MOTH AIRCRAFT CRASHES IN THE ROADWAY BESIDE A PERTH SCHOOL: The aircraft, attached to the Royal Aero Club, crashed into the roadway after spinning from a low altitude. The Tiger Moth's pilot, Richard Reilly, aged twenty-six, and his brother Maxwell, nineteen, who was a passenger, were both severely injured.

THE TRAINING PILOT WHO MISSED THE FLIGHT-DECK—AN AMERICAN AIRCRAFT-CARRIER FLYING STUDENT PLUNGES INTO THE SEA DURING LANDING PRACTICE: The student misinterpreted a signal while approaching the flight-deck, tried to take off again, but failed to gain height and did this swallow dive into the sea. He was rescued uninjured, and flight-deck landing practice was interrupted for only eighteen minutes.

The World of Books—By VERNON FANE

A LUSTY NOVEL OF THE AUSTRALIAN SCENE

Dymphna Cusack and Florence James Write of Sydney in War-time; a Jostling Kaleidoscope of Urban Life

ONE of the most attractive qualities to come across in another person is real, natural vitality, and that is just what you will find in a new Australian novel, COME IN, SPINNER (Heinemann. 10s. 6d.), which I have been reading with the kind of excitement often reserved for racing results. The authors are Dymphna Cusack and Florence James, and they know their Sydney well, appreciating the beauty of that famous harbour (and no good Aussie ever mentions Sydney for two seconds without talking about that and the bridge), describing its nearby beaches and farms, and for the most part concentrating on the city itself and some of the people typical of its life in a spring and summer towards the end of the last war.

A group of women, most of them very personable, who run the beauty parlour of a big and fashionable hotel, are the principal characters, and through them and their on- and off-duty lives we see a jostling kaleidoscope of the profiteers, the liftboys, the Allied soldiers and sailors, the brothel-keepers, the local bigwigs, the hardworking poor, and the hard-gambling adventurers. It is a full, busy novel but never an overweighted one, and the girls, pummelling and patting and perfuming their customers, helping each other out in small or tragic predicaments, and breezy with their own brand of tough humour, are real inventions. *Come in, spinner! Heads or tails?* That is the call from the game, played with two pennies, that Australian soldiers have made familiar in a good many places on the globe, and it provides the title for as lusty and lively a piece of work as I have read for months.

THE ISLANDER (Hodder and Stoughton. 12s. 6d.) has its own brand of breeziness too, which Mr. Humfrey Jordan's readers will recognise from his other books about sea-going men and land-waiting lasses. In this instance he is writing about a British coaster in African waters, the most recent ship of a privately owned line captained by the owner. This officer, known as Jumper Bunt, a name that may or may not appeal to you, is, nevertheless, a sterling creature, good-humoured, sure in command and aware of a few heathen tricks without necessarily resorting to them. A sound fellow, in other words, and one whose exploits can safely be recounted to the young, whether they consist in his perfect seamanship, his inability to tolerate snobs, or his knowledge of camping lore.

A first novel with a quiet distinction of its own is Jean Matheson's THE CISTERN AND THE FOUNTAIN (Collins. 9s. 6d.), which is both soothing and enjoyable. Soothing, because of the deliberate restraint of its writing, and enjoyable for the believable people who move through its story. This is not to say that it is dull, however, for not every chapter is concerned with church sales and hilltop picnics. There are also the spectres of death and ruin, and even madness to haunt the pages, but the author deals with these as would an excellent housekeeper in a beautiful but ghost-ridden house. Skeletons and such things belong if not below ground, then at least in cupboards, and it is in cupboards that they are firmly and tidily kept while the evidence of a housewife's good care shows the rest of the house to its best advantage.

SPACES OF THE DARK (Hart-Davis. 9s. 6d.) is a first novel too, but of a more pretentious kind and, in spite of its promise, badly over-written. Mr. Nicholas Mosley, who has a good many sensible and perceptive things to say about young soldiers coming home from the brutalities and the companionships of war, has evidently taken a long course of both Joyce and Hemingway, and alternately adopts the spasmodic style of dialogue, and the almost endless unreeling of personal experience. The latter device, which is short on punctuation and far, far too long on exposition, is apt to weary the reader with its repetitions and its details included for exactness rather than significance. And a weary reader is exactly the wrong kind of reader to have. I want to read Mr. Mosley's second book, and I 'm sure there will be one, but I hope that between its writing and its publication someone will have pressed a blue pencil kindly but firmly into his talented young hand.

Mrs. Muriel Masefield has written a novel based on British medical history, for it is the story of the seven girls whose ambition it was in the 1870's to be qualified doctors of medicine, and who had to fight their families, their friends and for five years the whole medical faculty of Edinburgh to achieve their ends. The girls were real and famous, but to illustrate their situation more closely, Mrs. Masefield has given them another colleague, a beautiful girl who found the problems of love and domesticity as difficult as any with which she had to contend. For my part the factual side of this admirable story made the most appeal, and there the author is at her best, writing from the fruits of long research. SEVEN AGAINST EDINBURGH (Heinemann. 10s. 6d.) is a novel with a serious intention, and all the better for it.

There is nothing serious about the intention of THE WEB OF DAYS (Hurst and Blackett. 9s. 6d.) except its intention, apparently successful in America, where a million copies of the novel were sold, to be a best-seller. This is a story of the very deepest South, in a period just after the Civil War when many of the aristocrats of the plantations were more or less ruined, and when a Yankee governess could come down from the North to take over the care of a man's child, his house and estate, and finally himself. Mrs. Edna Lee writes with gusto of her managing heroine, and of the miasmic swamps, drunken negroes and Other Women who make the girl's way so difficult, but she fails to suggest sympathy, and only the pace of the story and the competence of its telling lift it out of the commonplace.

THE MISSISSIPPI HAWK (Hammond and Hammond. 8s. 6d.) deals with the Old South, too, this time in the '50's before the emancipation of the slaves when they could and, according to Mr. Oscar J. Friend, did say: "Ah'se youah niggah, Marse Allan." This story again is briskly moving though more frankly planned on romantic lines, with duels, high-spirited ladies, faithful body servants (see above), and sinister, death-dealing desperadoes. Nevertheless, it is quite good fun and should have a comfortable success in the libraries.

Now for some detective stories and thrillers, of which there 's a good crop this week. First of all, Mr. Max Murray's THE NEAT LITTLE CORPSE (Michael Joseph. 9s. 6d.), a watertight story, if you will forgive me, about a yachtsman in the Caribbean Seas who, from his anchored boat, first observes a floating and murdered body, and remarks pleasantly, as in the title, on his seemliness. Mr. Murray is one of those rare authors in this kind of fiction who has really mastered the art of being funny and thrilling alternately or, as it were, in thin layers. The result, as in a *Sachertorte*, is excellent.

BEYOND A REASONABLE DOUBT (Heinemann. 9s. 6d.) is a pretty good story, too. Mr. C. W. Grafton writes of the dilemma of a man who through a number of ill-judged actions of his own, finds himself suspected of murder. The young man who turns out to be likeable but just a little too clever for his own good, goes to a party at the house of his sister and his brother-in-law, and there is a good deal of drinking. Having been among the last to leave, he comes back later for something he has forgotten and finds the couple quarrelling. There is a fight, and when he wakes up he finds that his sister is in hospital and his brother-in-law in the morgue. Problem: What should "A" do? What he does do is to dodge and twist like a hare, and, unexpectedly, to be fairly amusing while he 's doing that.

The action of that book takes place in America and its quick-fire patter is very American in essence. The next book is American, too, and though with less humour, has the same type of brittle repartee and staccato action. THE LAST APPOINTMENT (Crime Club. 8s. 6d.) adheres in its plan quite closely to the formula that is becoming familiar to us in transatlantic thrillers: the activities of a private detective who is broke but still has one bottle of bourbon left in his desk drawer, and who for some reason quite unexplained, refuses to co-operate with that splendid body of men, the police. Apart from the accepted pattern of behaviour, the story has a reasonably logical ending.

MAN WITH A CALICO FACE (Crime Club. 8s. 6d.), by Shelley Smith, is well written, but it will have one drawback for many of its readers, and that is the introduction of children into a murder story in which they not only act as witnesses, but actually see the murderer who has killed their young mother. At the risk of being called a Blimp, I can say that I do not enjoy reading a story in which children are implicated in this way. Grown-ups, even fictional ones, can take what is coming to them better.

INCUNABULISTIC TIDINGS FROM MANHATTAN: The recently rediscovered Shuckburgh Bible, now recorded as the forty-sixth Gutenberg Bible, seen at Scribners on Fifth Avenue, New York, prior to being offered for sale. The Bible has been purchased from a private library in England, and scholars and incunabulists are said to have lost trace of it since the 1820s.

CONTRAPUNTAL TIDINGS FROM BERLIN: Gerd Rosen, one of Berlin's most outstanding art collectors and book dealers, is seen holding the previously unknown original manuscript of a Symphony in C, by Joseph Haydn. The manuscript is believed to have come from the Eastern Zone of Germany into a private collection. Herr Rosen places its value at about £1,500.

ESSENCE OF BOMBAST

THE MIND AND SOUL OF PARACELSUS

Philip Aureolus Theophrastus Bombast von Hohenheim, the Swiss physician who called himself Paracelsus, with typical bombast because it was meant to indicate that he was better than the renowned Roman physician Celsus, was perhaps the most blatant personality of the sixteenth century. He was a doctor of undoubted genius (and did he not know it?), defying medical tradition at every point, condemning the complicated and costly prescriptions of the apothecaries, insisting on moderation in bleeding and in keeping wounds clean. He was, indeed, a man of many virtues, but his quite insufferable sense of superiority made Paracelsus an object of hatred among nearly all in his profession, and back-biting enmities pursued him throughout his life and through all the length and breadth of the known world through which he travelled. John Hargrave, who has himself had an unusually adventurous career, has made the most of his flamboyant subject, and in THE LIFE AND SOUL OF PARACELSUS (Victor Gollancz. 16s.) handles the known facts about Brother Bombast with great dramatic force. But facts are few and far between, and here and there it is to be feared Mr. Hargrave has let his fancy stray in dealing with this quite extraordinary man, who in his empirical way beyond doubt made discoveries which definitely advanced therapeutics, but who at the same time cannot escape the accusation of charlatanism. Perhaps, however, Mr. Hargrave's method is really a proper one in this instance, even though it may not be the essence of good biography; for the reader will feel at the end of these pages that he has learnt to know a brilliant, violent, aggressive personality, a man of genius who burned the candle at both ends, who pushed sleep from him and in the compilation of some 364 works relentlessly drove himself through the night. The great Paracelsus died in Salzburg in September 1541, murdered by his enemies, said his friends; in consequence of a drunken debauch, said his enemies. This dabbler in alchemy never discovered the elixir of life, the Philosopher's Stone. This strange, loud-voiced man of genius, "always drunk and always lucid"; this mystic who said that man is a sun and a moon and a heaven filled with stars; this strident figure who gave a new meaning to the name of bombast, is not easily summed up in one sentence or in a hundred. What does emerge from this racy biography is that, despite all the flamboyancies of his character, it was really the sheer common sense of Paracelsus that gave him enduring fame, his ability to discard antiquated theories, to revolutionise medical methods, and to set the doctors of Europe upon a new path.

Anthony West, in his brilliant contribution to The English Novelists Series, attempts in the space of 150 pages to appraise the work and assess the character of D. H. LAWRENCE (Arthur Barker. 6s.). He starts off by discounting much of the Lawrentiana provided by the first biographers, who wrote before time had eased the resentments and distresses occasioned by Lawrence's "emotional toping," his demands upon the devotion of others and the resultant upsets when he passed on to other "feeding-grounds." Few of his friends, among them his biographers, were apparently stout-hearted enough to bear it. "It is probably a mistake," says Mr. West, "to treat Lawrence as a literary man when one attempts to assess his place in his time: he belongs not with those who were primarily writers and artists, but with those who were livers and life-changers, and writers more or less incidentally." In fact, it is for what he injected into the popular stream of ideas that we must remember him, for his part in dispelling fears and apprehensions upon matters of sex, for his forthright approach to the relationship between men and women. Mr. West has achieved a skilful piece of compression in this brief volume, and there may be quite a few to support the belief that this is the ablest work to date in what is a very fine series.

Those who do not know the Riviera charms of Ventnor and the Undercliff, the wild western coast, from the Needles to Hurst Castle, where the tide comes rushing in towards the Solent, the pinewoods of Shalfleet upon the northern shore, and the downland delights above Farringford, where Tennyson roamed, will be surprised that such variegated scenes are to be found within the space of one island but 23 miles long and 13 miles wide. R. L. P. and Dorothy M. Jowitt, in THE ISLE OF WIGHT (Batsford. 8s. 6d.), have written a compact and fascinating introduction to the topography of the isle showing how it is indeed a microcosm of England, a little England over the water with many of the features of the mainland reproduced in miniature.

Another illustrated volume from the same publishing house is Reginald Turnor's NINETEENTH-CENTURY ARCHITECTURE IN BRITAIN (Batsford. 21s.). Mr. Turnor, himself an architect, has an entertaining rather than an inspiring task, for the course of architecture between the Regency and the dawn of the present century was, to say the least, chequered.

RAMAKRISHNA: PROPHET OF NEW INDIA (Rider and Co. 21s.) is the first popular edition of a religious classic of the East. It offers the Western reader a penetrating view of the spiritual teachings of a Hindu prophet of modern times. Aldous Huxley writes the foreword.

Hoffmann has the reputation of a classic, yet no volume of his stories has been in print in this country for over half a century. TALES FROM HOFFMANN (The Bodley Head. 16s.) contains five major tales, the work of four translators, beginning with Carlyle's rendering of *The Golden Pot*.

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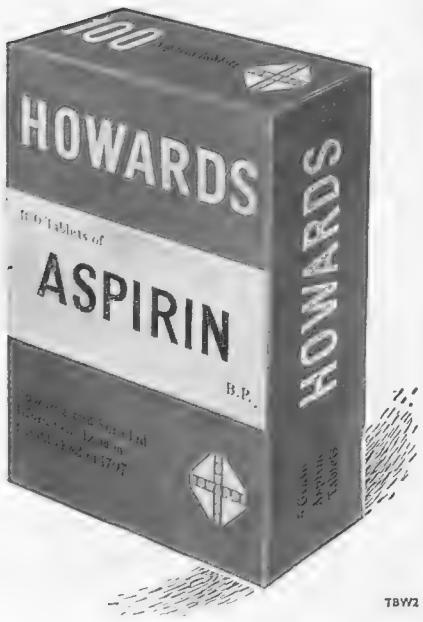

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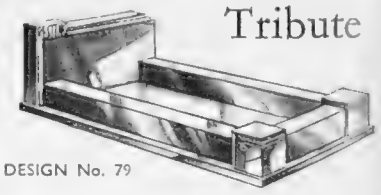

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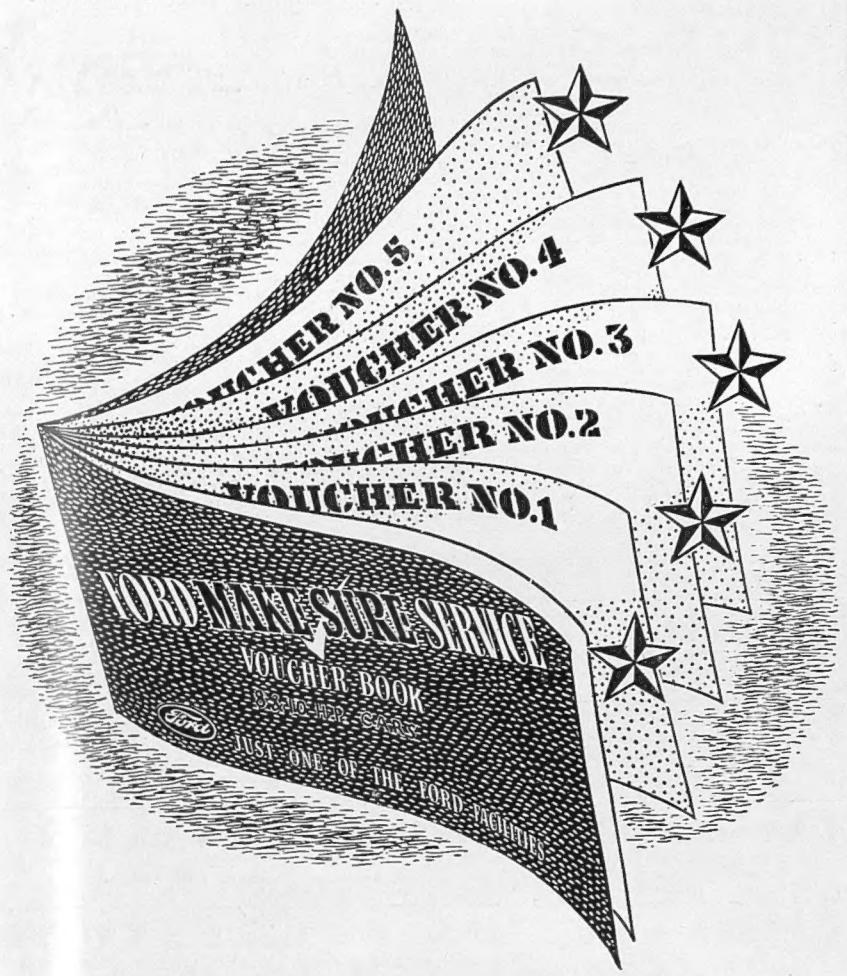

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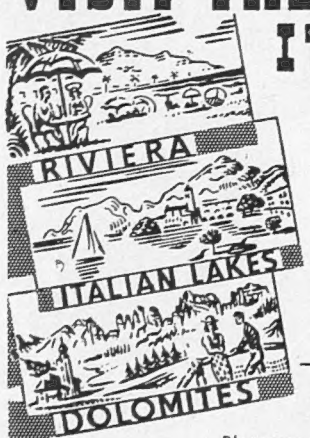

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NOTHING can postpone the coming of Spring. International unrest, political battles, labour troubles may all fill the Press, but the hedgerows, the woods, and even the tiniest front gardens will be co-opted by Nature for that play which holds the world's record run—Springtime.

This has been a poor winter, on the whole—rain, snow, ice, fog, illness, and on Sunday, February 4, the barometer reached one of the lowest points on record. So it is good not only to turn to thoughts of Spring, but to plan a few days in the country to see the snowdrops in the dells, the daffodils in the parks, and the primroses in the lanes. As for hotels, there are plenty from which to choose, depending on your home location, the time at your disposal, and the capacity of your purse.

It is to Spring's credit that you do not have to go far to meet her, so to get the most out of a holiday at this time it is not necessarily essential to journey far. There can be but few districts in Britain in which I cannot name the necessary complement to a Spring holiday—a friendly welcome, comfortable surrounds, good English cooking, and warm bedrooms. Some suggestions here and now may prove helpful to anyone who has nowhere particular in mind, but only the vague idea of getting away for a bit.

I wonder more people do not contemplate the Isle of Wight in the Springtime; it is so easily reached by fast electric train from Waterloo to Portsmouth, followed by a short sea trip across the tranquil waters of the Solent. Of hotels there, I can but catalogue them, but each may fill a need and a purpose. There is the *Royal Spithead* at Bembridge, for example, which is ideal for those interested in sailing, or *Farringford Hotel* at Freshwater, Lord Tennyson's old home, delightfully quiet and secluded, and but a stone's-throw from Feshwater Bay. Here, let it be noted, are six modernly-equipped cottages in the grounds, which are particularly suitable for families. At Sandown, the *Royal Cliff Hotel* provides uninterrupted views from the white cliff-face of Culver across to Shanklin. In Shanklin itself there is the long-established *Daish's Hotel*, where George Spencer and his wife have the real spirit of innkeeping at heart. Here also is the friendly *Medehamstede Hotel*, where Mr. and Mrs. C. G. Crawley provide that personal touch which results in people returning year after year. At Ventnor, the *Royal Hotel* is an unusually attractive Trust House. The *Northbank Hotel*, Seaview, is a small hotel almost at the water's edge and is particularly suitable for parents with young children; while at Ryde, the *Westfield Park Hotel* is situated away from the excursionists and all traffic noises, yet most convenient for shops and shows. The *George* at Yarmouth has a great yachting appeal, and is becoming increasingly popular with gourmets and gourmands alike. Then, if you prefer an inn, I suggest the small *Clarendon Hotel*, Chale, some ten minutes' walk from the cliff's edge. If, on the other hand, you are touring the island, make a note of *Spencer's Inn* at Ryde, which is under the same ownership as Daish's at Shanklin.

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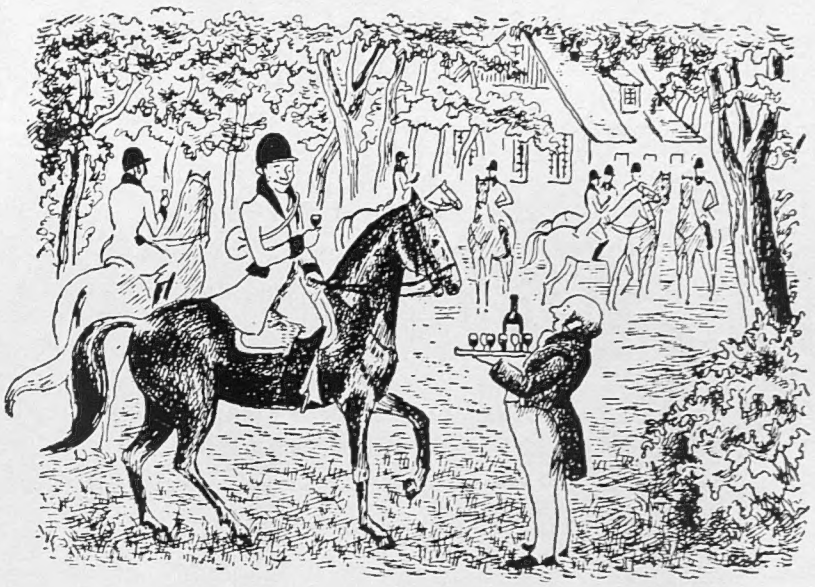

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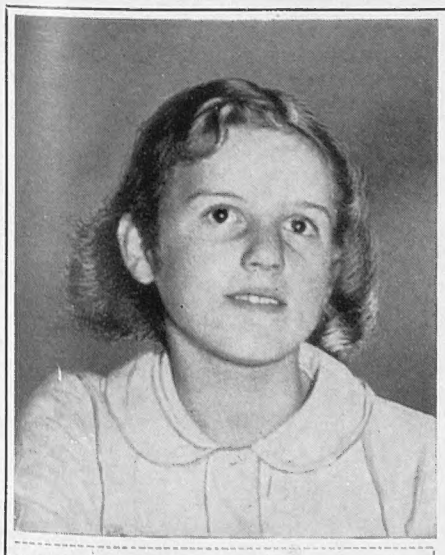

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